

AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

DEFINITIVE VERDICT

JAG XE BEATS NEW 3 SERIES

Jaguar's toughest
battle yet – and it
doesn't disappoint

ALSO INSIDE
New Audi A4
first drive



DRIVEN

New McLaren

'Incredible 675LT is fun as well as fast'



DRIVEN



Hardcore Clio Trophy

More fun, despite no manual 'box

SCOOP



Audi's Tesla beater

Electric SUV gets 500bhp, 516lb ft

ROAD TEST



New Mazda CX-3

Baby crossover is pacey but pricey



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption

A red Audi RS 3 Sportback is shown from the front, positioned in a tunnel. The car is connected to a dynamometer system, with straps and pulleys visible on the ground. The tunnel has a curved, ribbed ceiling with several small lights. The car's license plate is 'B71 TCC' and it has 'RS 3' and 'quattro' badges on the front grille.

Audi Sport

**The all-new
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Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO₂ emissions 194 – 189g/km. Standard EU test figures
figures. Image for illustrative purposes only, includes optional extras.



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Yaris Hybrid Icon 5 door 1.5 VVT-i Auto. Official Fuel Consumption Figures in mpg (l/100km): Urban 91.1 (3.1), Extra Urban 85.6(3.3), Combined 85.6 (3.3). CO₂ Emissions 75g/km. The mpg & CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Yaris Hybrid Icon 5 door 1.5 VVT-i 5 Auto at £16,195. Price excludes Pure White paint at £250. Prices correct at time of going to press/print. *0% APR Representative available on new retail orders of Yaris (excluding Active) when ordered between 1 July and 30 September 2015 and registered and financed through Toyota Financial Services by 31 December 2015 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. ^Payment shown is based on a 42 month AccessToyota contract with £2,196 customer deposit, £900 Finance Deposit Allowance and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over contracted charged at 8p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year /100,000 mile manufacturer warranty subject to terms and conditions.

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Jaguar XE S meets facelifted BMW 340i



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Renault Clio RS 220 Trophy first drive



'The Audi A4 is impressive, most notably for the refined manner in which it drives'

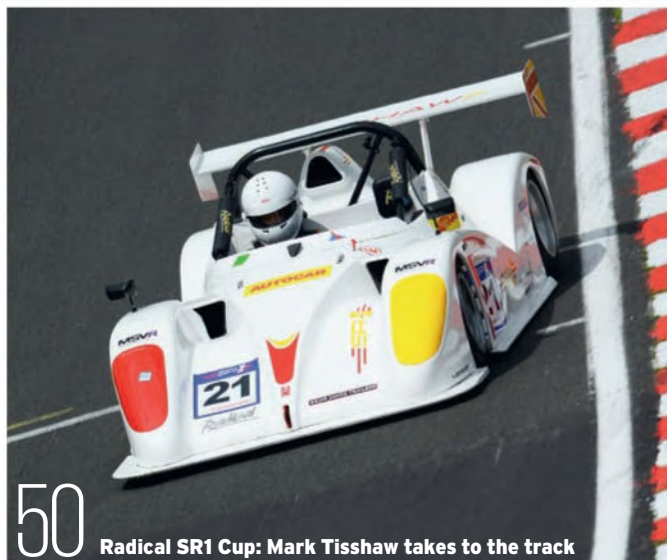
Matt Burt, p30



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52 Mazda CX-3 thoroughly appraised



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Radical SR1 Cup: Mark Tisshaw takes to the track



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Ruppert's picks for the armed forces

DS *prefers* **TOTAL**



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WHERE OTHERS STOP.

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XE shows the scale of Jag's ambition and ability to succeed



Jaguar's big win is a small but vital step

THIS WEEK'S COVER verdict is a landmark victory for Jaguar – and one that the company should rightly celebrate. With the XE, it has achieved what many others have tried and failed to do, not only taking the battle to the long-established opposition but also eclipsing them, particularly in many of the areas that matter to Autocar readers.

Ultimately, though, such verdicts are merely small steps on a long, hard road for Jaguar. That's partly because this victory is very much model specific and chiefly because, even if the XE is the king hit it promises to be this year, its sales will still be dwarfed by those of the best-selling BMW 3 Series.

Make no mistake: Jaguar's path to becoming a genuinely big-hitting, sustainable global business will be tough. As our story on its potential manufacturing plant in eastern Europe (p22) testifies, hard decisions need to be made, not just on the products themselves but also on creating an infrastructure that can help it to build for the future.

Tough decisions tend to be easier when you're winning, though, and on that front, Jaguar is building a momentum that's becoming more compelling all the time.



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Established 1895

AUTOCAR

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THIS WEEK'S TOP FIVE

VIDEO

Mercedes-AMG GLE 63

Range-topping, 577bhp V8-engined GLE driven



REVIEW

Fiat 500

First verdict on the revamped city car



BLOG

Darren Moss

What next for McLaren's road car line-up?



REVIEW

Mercedes-AMG S65 Coupé

£183k and a 621bhp V12



OUR CARS

Lewis Kingston

1968 Dodge Charger long-term test



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New Hyundai i30

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imagine what it will do in the street.

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Fuel Consumption in MPG (l/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – for comparative purposes and may not reflect all driving results. Model shown: New i30 Premium 1.6 120PS manual 5 door 5 door hatchback including £2,200 customer saving. Offers available between 1st July and 30th September 2015 inclusive. 5 Year Unlimited Mileage



83.0 (3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO₂ Emissions 169 – 94g/km. These official EU test figures are to be used as a guide hatchback at £19,325 OTR including Sleek Silver metallic paint at £530 and £1,500 customer saving. *On the road price of £12,995 applies to New i30 S 1.4 100PS Blue Drive manual. Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

THIS WEEK

News to share? Call 020 8267 5351/5782 email tom.webster@haymarket.com

Electric SUV will have coupé-like styling like that of BMW's X6



Audi plots hot all-elec

■ Concept to preview new battery-powered SUV ■ At least 500bhp and 516lb ft ■ Range of

Audi will preview a new electric-powered SUV at the Frankfurt motor show this September. It will take the form of what well-placed insiders describe as a "production-relevant zero-emissions concept". It is currently undergoing the final stages of construction at the company's Ingolstadt engineering headquarters.

The high-riding five-seater is known under the internal codename 'C-BEV' and was initially hinted at during Audi's 2015 annual accounts press conference in April. This electric SUV has been conceived as a

direct rival to the all-electric Tesla Model X in an engineering programme instigated by the company's head of research and development, Ulrich Hackenberg.

The C-BEV is claimed to provide clues to an upcoming Q6 SUV model. An initial concept of the C-BEV will be unveiled at the upcoming Frankfurt motor show, prior to "a planned start to sales in key global markets during the second half of 2018".

The basis for the new battery-powered SUV, which is claimed to have a range of "at least 500km [311 miles]", is the latest version of Audi's

MLB platform, as used by the recently introduced second-generation Q7.

Sources involved in the development of the C-BEV confirm that it shares elements of its electric powertrain, including its motor and battery technology, with the latest evolution of the R8 e-tron.

However, unlike the R8 e-tron, which has two rear-mounted electric motors, each driving a rear wheel, the new SUV has three electric motors. One of these is sited within the gearbox, while the other two are mounted on the rear axle, where each drives a rear wheel.

Keen to project a



Tesla Model X will be one of the electric Audi SUV's main targets

performance image for the model, Audi plans to provide the C-BEV with at least 500bhp and 516lb ft. By comparison, the production version of the R8 e-tron has 454bhp and

678lb ft, sufficient to propel it to 62mph in 3.9sec and on to a top speed of 155mph.

Energy for the electric motor will be drawn from a battery mounted low in the car's



electric SUV

more than 300 miles ■ On sale in 2018

platform, which is a mix of hot-formed steel, aluminium and carbonfibre-reinforced plastic.

Nothing is official at this stage, although the talk is that the lithium ion battery pack could have a capacity as high as 90kWh. This fits Audi's recent strategy, under which the R8 e-tron's battery has grown from 49kWh to 92kWh in its most recent evolution.

Although the new SUV is still shrouded in secrecy, Autocar understands it will receive individual styling, with a coupé-like silhouette similar to that of the BMW X6 and the recently launched Mercedes-Benz GLE Coupé. Audi is also claiming a

"sensational Cd value for an SUV" of less than 0.30.

In a move that suggests it will receive the most contemporary infotainment, connectivity and autonomous driving features, the interior architecture is planned to be shared with the next-generation A8 luxury saloon, due in 2017.

To provide what Audi engineers describe as a Range Rover-rivalling ride quality, the C-BEV will use the same underpinnings as the new Q7, although it remains to be seen whether it will receive conventional steel springs or an air spring set-up.

GREG KABLE

High-performance SQ7 kicks off Audi's 2016-2017 model onslaught

SPY SHOT
AUDI SQ7



AUDI'S MODEL PLANS are taking shape. The high-performance SQ7 is expected to be the next production SUV to be revealed. It is due to appear at the Detroit motor show in January.

The production version of the Q1 is tipped to be the next major motor show launch

after that and will make its debut in Geneva next March. It will share the show stand with the facelifted A3 range.

The second-generation Q5 is further down the line and most likely to appear at the Paris show in October 2016.

The A8 luxury saloon will be replaced in the first half of

2017 and will be revealed in the spring of that year.

Although the new A4 (driven on p30) will make its debut at the Frankfurt show in September, the hot RS4 isn't set to appear until 2017. A twin-turbocharged V6 engine is due to replace its current atmospheric V8.

Next Mégane will take styling cues from the new Espace MPV



New Mégane grows up

More mature looks and higher-quality interior for Renault's crucial next-gen hatch; on sale next year

The new Renault Mégane will go on sale in the UK early next year, with its styling heavily influenced by the new Renault Espace and Talisman models.

This more mature and more premium look has been revealed in the French media and has also been evident in recent spy pictures of the Mégane. This suggests that all new Renaults upwards of the Mégane's expected 4.4m length will adopt this look, while the smaller Twingo, Clio and Captur will retain a more heavily stylised design.

The upmarket move is driven by the need for the Mégane,

which is based on the Renault-Nissan CMF platform that also underpins the Qashqai and Kadjar, to compete for sales with the likes of the Volkswagen Golf. The European sales success of the Peugeot 308 has also added further impetus to Renault's ambitions.

The interior of the new Mégane is expected to feature higher-quality plastics and a sharper design than before, with many control functions on top models transferred to a large central touchscreen, as available on the new Espace. Depending on spec, cars are expected to get either a 7.0in or 9.0in touchscreen, while

the interior is said to have been designed with a greater focus on driver ergonomics.

Five-door and estate models will be sold, with Renault expected to make more of the Mégane's sporty credentials on these models. It is not known if a three-door coupé model will be part of the line-up.

Spy pictures have shown the car testing with a roof-mounted lip spoiler, while the roofline is notably more raked than that of the Golf. It is not expected to get the Talisman's four-wheel steer facility, however, as the technology is seen as too expensive to be justified by buyers in the sector.

SPY SHOT RENAULT MEGANE



The new Mégane is expected to be unveiled at the Frankfurt show in September and go on sale in the UK early next year. It is seen as key to Renault's continuing sales growth, with the Mégane having won the

European Car of the Year award in 2003 and been the best seller in its class just after launch. Nearly 1.45 million have been sold since the current model went on sale in 2008.

TOM WEBSTER

VOLVO SNAPS UP POLESTAR

Volvo is lining up a series of high-performance hybrids after taking full control of tuner Polestar. The two firms have already collaborated on production cars, with Volvo expecting to sell about 750 V60 and S60 Polestars this year.



HARDCORE HUAYRA SPOTTED

A more focused version of Paganì's Huayra has been spied. Expected to be called the Huayra R, the mule has larger exhausts, a front splitter and different brakes. It's likely to rival McLaren's P1 and have more than the standard car's 730bhp.




**AUTOCAR
IMAGE**


Renault working on hybrid power for its hot road cars

RENAULTSPORT is open to the prospect of using hybrid powertrains to enhance its future Renault performance models, according to the company's managing director, Patrice Ratti.

Asked at the recent FIA Formula E Championship round in London whether he could see a future in which electric and hybrid technology would be applied to Renaultsport road cars, Ratti said: "I like to. Today the problem of a fully electric sports car is that you need a lot of batteries, but we're also working on hybrid for sports cars."

"Hybridisation could

help because of the CO₂ [savings]. What's also great with electric motors is the acceleration. We're working on it, but we cannot go too expensive with technology."

Renaultsport's current crop of high-performance road cars – such as the Clio RS 220 Trophy (above) and Mégane RS 275 Trophy – use petrol engines.

Renault's performance division, which is based at Les Ulis, near Paris, handles the French car maker's motorsport activities as well its performance road cars and is closely involved in the new Formula E single-seater race series.

Ratti said Formula E is playing an important role in accelerating the development of electric vehicles by improving battery technology.

"In a few years' time, I am sure we will have three or four times the range we have today," he said.

He also thought electric and hybrid systems could be mature enough "within five to 10 years" to be introduced on performance cars, but he also said: "In electronics you never can tell; it could be even faster than we predict."

Renault Clio RS 220 Trophy first drive p34



HILTON HOLLOWAY

Will the Mégane sell here?

RENAULT TOOK A lunge upmarket at the turn of the century with the bustle-backed Mégane. Sales soared for a few years, then fell off a cliff. Then came today's Mégane, which looks hastily styled and lacks character.

In the UK, Renault has suffered badly. In 2005 it had 7% of the market, but sales then collapsed. Renault UK axed the Modus, Wind, Laguna, Espace and Kangoo in 2011 and its market share bottomed out at 2% in 2013.

The good news is that the current Clio and Captur have hit the spot, with UK sales leaping from 46,173 units in 2013 to 66,334 in 2014 – a 44% increase.

But the Clio and Captur are fun, affordable cars. With the new Mégane, Renault wants a different image that suggests a deeper quality. Cracking that in the UK will

be harder than in the rest of Europe, because Renault isn't importing the impressive new Espace or the Laguna-replacing Talisman saloon, both of which would have reinforced the positioning of the new Mégane.



Ratti (far left) is closely involved with Formula E

NEW ENTRY POINT FOR X-TRAIL

The Nissan X-Trail line-up now features a new entry-level model powered by a 161bhp 1.6-litre petrol engine. The new model brings the starting price for Nissan's crossover down to £21,995. It is available for deliveries from August.



MORE POWER FOR BAC MONO

The 2016 BAC Mono has got a new, more powerful engine. The 2.5-litre four-cylinder Ford-derived unit has been fettled by Mountune to produce 305bhp and 227lb ft. BAC says it is enough to get the Mono to 60mph in 2.8sec.





Hot S-Class cabrio brea

Fabric-roofed four-seater has been spotted in S63 AMG guise ahead of the start of UK sales in 2016

Lightly disguised prototypes of the Mercedes-Benz S-Class Cabriolet have hit the road in Germany ahead of a planned unveiling at the Frankfurt show in September.

This is Mercedes' first S-Class Cabriolet. Known by the internal codename C222, it is being pitched as a rival to the Bentley Continental GT Convertible. Prices are set to range from £100,000 to more than £200,000 when UK sales start early next year.

Caught here for the first time is the range-topping S63 AMG model, which receives the same 577bhp twin-turbocharged 5.5-litre V8 engine as the S63 AMG Coupé.

The line-up will also get a 449bhp 4.6-litre V8 in the S500 Cabriolet. Later on, Mercedes will add a 621bhp 6.0-litre V12 in the S65 AMG.

Autocar understands the S-Class Cabriolet will be sold with standard rear-wheel drive and four-wheel drive will be

optional on at least one model.

Other technology includes an advanced tilt function, which forms part of a reworked Magic Body Control system that makes the car lean into corners in a similar way to a motorcyclist. The same system also has a function that digitally scans the road surface and alters the stiffness of the hydraulic dampers.

The cabriolet uses what sources call the largest folding fabric roof yet to enter series



Disguise hides rear styling that has been tweaked from the coupé's

AMG prepares to embrace hybrid power by 2020

MERCEDES-BENZ R&D BOSS Thomas Weber has confirmed that petrol-electric AMG performance cars could be on sale by 2020.

Weber has said Mercedes is looking at adapting its current

hybrid powertrain technology for use by its AMG performance division, with production cars likely to arrive by the end of the decade.

Weber told Autocar there is increasing pressure on AMG

to reduce the CO₂ output of its model lines and the most effective way may be to apply its existing hybrid technology.

"Every car line has to reduce fuel consumption – even AMG," said Weber. "No one part of our business can be carried on the back of another. It's a huge task to reduce AMG fuel consumption but we've realised that it's also a huge opportunity."

The EU's latest weighted CO₂ emissions regime gives Mercedes parent company Daimler a target of 101g/km to aim for by 2020. In that year, 95% of the company's overall

European sales volume will need to conform, but in 2021 all of its new cars will count towards the average. If the target is missed, Daimler will be obliged to pay hefty fines.

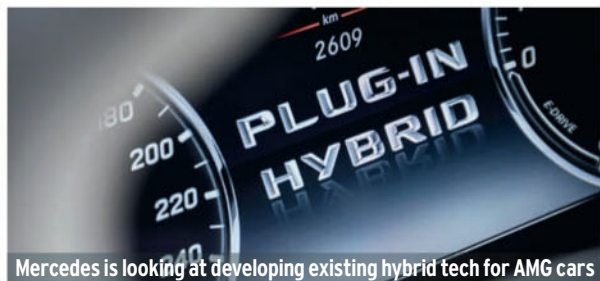
"We haven't done it so far, because right now the customer wouldn't buy it," Weber said. "AMG customers tell us they want the sportiest performance option available in any given sector of the performance market. We don't know when they will be ready for hybrid."

"But in our development department, we are already planning for the time when

we will have to offer them something special. We have to be prepared that, by 2020, it could be necessary to introduce an AMG hybrid."

Weber also gave guidance on the technology under consideration.

"A simple e-boost solution [similar to Mercedes' current Bluetec Hybrid set-up, with a relatively small battery and motor] could help us to add power and regenerate energy by braking," he said. "It also has the advantage of already being in large-volume production. The system has to be light and cheap."



Mercedes is looking at developing existing hybrid tech for AMG cars

ks cover

production. The fully automatic roof has been styled to replicate the coupé's roofline.

Changes from the coupé include a beefed-up windscreen frame, altered belt line treatment, new rear wing panels and a heavily reworked bootlid. To retain its lines when the roof is lowered, there is a large tonneau cover behind the rear seats.

Inside is seating for four, with individual, electrically adjustable rear seats. Because

of the roof storage, the boot capacity fails to match the 400 litres of the coupé model.

The cabriolet is also set to get a wide range of high-end driver assistance and safety systems, including a head-up display, adaptive headlights with automatic high-beam assistance, the semi-autonomous Distronic Plus system with steering assistance, and infrared night-time vision.

GREG KABLE

We ride in the new C-Class Coupé



THE MERCEDES C-CLASS Coupé is being launched later this year and we've had a ride in the new model.

The rear of the prototype to which we've been privy features two individual seats separated by a centre console, effectively making it a 2+2. Because of the plunging roofline and heavy tapering at the rear of the glasshouse, the rear seats of the C-Class Coupé have been moved forward and inwards from the position they occupy in the C-Class saloon in order to provide sufficient head and shoulder room.

That said, the rear is not exactly easy to enter, and nor is it particularly roomy. It's fine for children under double-digit years, we'd suggest, but it is not ideally suited to adults for longer journeys.

Because of the drop in seat height, you immediately feel more encapsulated in the new two-door than you

do in its four-door sibling, further adding to the overall feeling of sportiness. With a larger boot than the old C-Class Coupé's, it's also more practical than before.

When it reaches the UK, the C-Class Coupé will offer a wide range of petrol and diesel engines, ranging from the 154bhp turbocharged 2.0-litre four-cylinder unit of the C200 Coupé base model through to a 503bhp twin-turbocharged 4.0-litre V8 in the range-topping C63 AMG Coupé.

'Our' prototype is a mid-range C300 Coupé. It runs a turbocharged 2.0-litre four-cylinder petrol engine that has been tuned to deliver 241bhp and 273lb ft.

A press of the dashboard-mounted starter button and a touch of the sports exhaust button on the high centre console confirm Mercedes' efforts at ratcheting up the sporting appeal of the new car. With a blip of the

throttle, a raspy timbre is released as a flap opens to increase the volume of the exhaust.

From the off, the new C-Class Coupé feels and sounds more spirited than the C-Class saloon with which it shares its mechanical package. With a kerb weight pared by 90kg over the old C-Class Coupé's despite an increase in external dimensions, it is brisk and smooth under acceleration.

From the passenger seat, it is also clear that mechanical refinement and overall suppression of road noise have been improved at typical motorway cruising speeds, further enhancing the aural qualities of the tuned exhaust.

First impressions suggest that this compact executive coupé is a more stylish, spacious and dynamically adept proposition than its immediate predecessor. **GK**

NEW MERC E63 AMG TIPPED FOR 600BHP

The new Mercedes E63 AMG will have "the next step" in the development of the 4.0-litre V8, which means it will have "something in the range" of 600bhp, according to sources. This is notably more power than that of the Mercedes-AMG GT sports car, which has 510bhp.

This engine would put the E63 even further ahead of the Audi RS6 and BMW M6, both of which offer 552bhp. It would be the first time that the super-saloon power war hit 600bhp for a standard production car.

The new E63 is expected to be lighter than the outgoing version and will be the first AMG model to use the new nine-speed automatic transmission.

There is no confirmed date for the E63's arrival, but it is expected to go on sale in 2016, after the standard E-Class's launch at the start of next year.

SPY SHOT MERCEDES-BENZ E63 AMG





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Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO₂ Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Current 650S's
641bhp output is set
to be eclipsed by P14

McLaren tees up next 650S

Successor to the 650S will appear in 2018 with even more extreme styling than that of P1 hypercar

McLaren will replace its current 650S models with an all-new supercar in 2018, Autocar has learned. Currently referred to as the P14, the new model forms part of the British manufacturer's commitment to launch a new model every year.

The car is expected to feature McLaren's carbonfibre tub and 3.8-litre twin-turbocharged engine, although its power output will be

extended beyond the 641bhp of the 650S.

Peak power of 660bhp would match the P14's closest current rival, the Ferrari 488 GTB, and still allow the 675LT to crown McLaren's Super Series range. However, because the 675LT is limited to just 500 units, McLaren may choose to surpass that car's 666bhp output as well.

To beat the Ferrari, McLaren will have to ensure the P14

can reach 62mph in less than 3.0sec and attain a top speed of more than 205mph.

The P14's styling is understood to represent a clean slate for McLaren, as well as setting the company's design template for its next batch of models.

McLaren design director Frank Stephenson has already said the P14 will be "even crazier" than the P1 hypercar, but the company's

established hallmarks, such as its distinctive side-mounted air intakes and front bumper design, are likely to remain.

The P14 will still feature an extreme design language, because McLaren regards this as a way to keep the emotion associated with its brand at a high level.

An open-top variant is also planned and, like today's 650S Spider, it will feature a folding hard-top roof. Although

the 650S Spider was launched at the Geneva motor show in 2014 alongside the 650S Coupé, McLaren's current launch strategy means the convertible P14 is likely to be seen around a year after the coupé goes on sale.

Prices for the P14 are expected to rise over those of the current 650S, which is £192,250 in coupé form and £215,250 as a convertible.

DARREN MOSS

Spider and GT versions set to swell 570S line-up

A SPIDER VARIANT of the McLaren 570S will be launched in 2017, soon after an expected GT variant, company sources have confirmed.

The new open-top 570S is set to keep the coupé's twin-turbocharged 3.8-litre V8 engine and should come with the same 562bhp and 443lb ft of torque.

Like the 650S Spider revealed at the 2014 Geneva motor show, the 570S Spider will have a folding hard-top roof. The 650S Spider weighs

just 40kg more than the 650S Coupé, and if a similar weight difference can be achieved with the 570S, the drop-top should have a kerb weight of around 1350kg.

Despite the car's expected additional weight, McLaren has a track record of extracting almost identical performance figures for its spider and coupé equivalents. So the 570S Spider should be capable of getting close to or matching the coupé's 0-62mph time of 3.2sec and

its 205mph top speed.

The price gap between McLaren's coupé and convertible models is typically about £20,000, which means a price of around £165,000 is likely for the 570S Spider. The coupé starts at £143,250.

The Spider will arrive about 12 months after an all-new bodystyle, the 570S GT, which is believed to be going on sale next year. The GT will be a more

spacious and practical model, designed with long-distance touring in mind.

The 570S GT is also expected to keep the standard

car's powertrain but will come with additional storage space – most likely resulting in minor styling changes – and a more luxurious interior.

**AUTOCAR
IMAGE**



HYUNDAI PLANS PRIUS RIVAL

Hyundai is readying a hybrid Toyota Prius rival for the end of 2016. A concept is expected at the Frankfurt show in September. The hatch has been spotted testing and is based on a platform developed by sister brand Kia for its own hybrid.



VUHL 05 TO HIT UK FROM £60K

The Mexican-made Vuhl 05 sports car will go on sale in the UK later this year at a starting price of £59,995. It's powered by a 2.0-litre Ford Ecoboost engine that produces 285bhp and is claimed to reach 62mph from rest in 3.5sec.



Hyundai says an i10-based crossover would be "risky"

AUTOCAR
IMAGE



Hyundai ponders baby SUVs

New crossover based on i20 supermini is on the way and could be joined by an even smaller model

Hyundai is poised to launch an i20-based crossover in Europe as a rival to the Nissan Juke and is evaluating an i10-based crossover as it determines how far the trend for downsized soft-roaders can extend.

To date, Hyundai has taken a cautious approach to the booming small SUV market, claiming it would only launch models when there was global demand for them. As a result, the Qashqai-sized Tucson is currently its smallest globally sold crossover.

However, while Europe has led the way with sales of Juke-sized crossovers and SUVs, there is now a growing appeal for such cars in Asia. Consequently, Hyundai is launching the mid-size Creta in selected emerging markets, while insiders suggest that an i20-based crossover is being developed for launch in Europe within the next two years.

"We were a little nervous that the segment was just a fashion statement, but it does seem to have some longevity," said Hyundai UK boss Tony Whitehorn. "As more manufacturers get involved in the class, it helps build a case.

We're definitely evaluating it."

Whitehorn also admitted that an i10-sized crossover was under evaluation but was further from production reality. However, the fact that Hyundai is considering such a model adds credence to rumours that several car makers are poised to launch a new breed of baby SUVs.

"The question is whether such a vehicle could ever be credible – and what emphasis it needs to be credible," said Whitehorn. "Some B-segment SUVs look rugged, while others are style-led. We have to ask where an A-segment SUV would sit in that range.

"Entering an all-new sector of the market is incredibly risky, but obviously the rewards can also be quite substantial."

A move to launch a city car-sized crossover would potentially be hindered by a European sales focus, as it would be unlikely to sell in big numbers in either the US or China – the world's biggest car markets. However, SUVs are traditionally more profitable than standard cars, adding impetus to the business case.

JIM HOLDER



JIM HOLDER

How small can SUVs go?



THE CURRENT BOOM in small SUV sales is manna from heaven for car manufacturers. Consumers are prepared to pay thousands of pounds extra for the elevated driving position and perceived status that such models convey, even though they're fundamentally no bigger than a standard hatch and cost little more to manufacture.

Nissan led the way, first with the Qashqai and then with the smaller Juke, and by stealing a march it has carved a lucrative niche. Little wonder, then, that others are

following close behind – and investigating ways to leapfrog their opposition.

The question the manufacturers face is how far they can stretch the car-buying public's acceptance of the theme. Can a city car be adapted to look and feel like a credible SUV? And, most crucially, will people pay a premium for the experience, and will that be enough, given the infamously slight profit margins on small cars?

It will be a brave manufacturer that jumps into the A-segment SUV arena first.

Confidential

RESEARCH BY BMW suggests that a car's body shape affects only 40% of its aerodynamic performance. The wheel design accounts for 30%, the underbody 20% and the cooling inlets most of the remainder. As a result of strides in aerodynamic wheel technology, there is less pressure on designers to compromise their designs in order to achieve fuel-saving drag coefficients.

PEUGEOT BOSS Maxime Picat feels the PSA group's decision to spin its DS badge off as an independent brand has enhanced the clarity around his company's market positioning. "Peugeot has never wanted to be premium – just to sit at the top of the generalist brands," he said. "We have our specifics, and we have our own space to pursue characteristics that we can benchmark among the best of our competitors, be they in engine efficiency, interior quality and so on."



FERRARI COMMERCIAL chief Enrico Galliera says the performance of the F1 team has little bearing on road car sales. "F1 is the marketing platform," he said, "but look at the road performance versus racing – it's not a strict correlation. The image is so strong, so not connected to short-term success."

MERCEDES IS introducing technology to trick the ear into protecting itself against the noise of a collision. A muscle in the ear reacts to loud noises by contracting, in turn protecting the inner ear. The new E-Class has sensors to predict a collision and sound a "short interference signal" through the stereo. This triggers the acoustic reflex, protecting the ear from the noise of the impact.

GOVERNMENT PLANS to push a car's first MOT out to four years surprised the industry, following consultations last year which strongly advised against it. "It's not good news at all," said Stuart Jackson of Tyresafe. "Now the decision is made, we need to prove it is wrong."

Kia's Stinger GT4 concept will inform a production sports car



Kia promises first sports car by 2020

KIA WILL LAUNCH its first sports car "by the end of the decade", according to UK boss Paul Philpott.

Details of the new model are limited, although Kia says it will draw from the knowledge it has gained from developing the widely admired GT and Stinger GT4 concepts. The GT is

an elegantly aggressive four-door, rear-drive coupé, while the Stinger is a more compact coupé in the mould of the Toyota GT86.

The new car will be a model in its own right rather than being based on another Kia and will be "affordable", according to Philpott. He added that it will need to be

sold worldwide to achieve viable production numbers.

Such a move means the US market will influence its format heavily, although Philpott expects the model to contribute usefully to Kia's ambition of selling 100,000 cars annually in the UK before the decade is out. This year the company expects to sell slightly more than 80,000 vehicles here.

Philpott also confirmed that a B-segment crossover, designed to compete with Nissan's Juke, will arrive within two years. Kia previewed a possible crossover with the Provo concept at the 2013 Geneva motor show. "We'll do it right and be a force to be reckoned

with," said Philpott.

Following a relatively slow period of new model introduction – the latest Sorento is the brand's only new model in 2015 – there is set to be a spate of new models from Kia as several models approach the end of their six-year life cycles. Key among these will be the replacement for the best-selling Sportage crossover. It will appear early next year, preceded by the UK launch of the new Optima saloon revealed at the New York motor show in April.

The next Picanto will arrive in 2017, but no date has yet been set for the debut of the new sports car.

RICHARD BREMNER



Four-door GT concept was unveiled at Frankfurt show in 2011

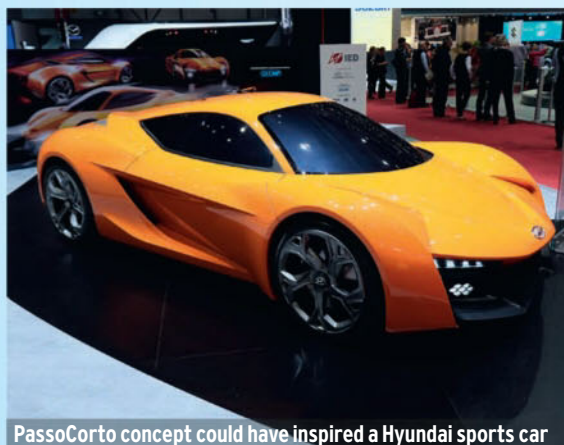
Hyundai uncertain on sports car future

HYUNDAI IS CONTINUING to monitor the sports car market for a possible future launch but has yet to make a business case for such a car, according to UK boss Tony Whitehorn.

Now-departed Hyundai Europe boss Allan Rushforth had previously said the firm was looking at a premium sports car to help increase the emotional appeal of the brand, with inspiration coming from 2014's PassoCorto concept. However, since Rushforth left Hyundai for Nissan, the idea appears to have been put on the backburner.

"Not many people make money out of sports cars," Whitehorn said. "The sports car market is shrinking dramatically, and even firms with heritage and a great product are struggling. Aside from the Audi TT and Mazda MX-5, it is a tough place to be."

Instead, Hyundai is said to currently favour producing warmer versions of its existing line-up, culminating with 2017's N brand launch. "If you can produce cars that add shine to the rest of your range, the case is that much stronger," said Whitehorn.



PassoCorto concept could have inspired a Hyundai sports car



JLR eyes east Europe plant

Jaguar Land Rover plans to set up a major new factory; Poland and Slovakia are fighting to win the near-£1bn deal

The governments of Poland and Slovakia are slugging it out to land a big automotive investment deal that is widely believed to be a new Jaguar Land Rover (JLR) factory.

The deal is tipped to involve a £950 million investment and the resultant plant could have a capacity of up to 350,000 units per year.

Although neither country has publicly announced that it is in talks with JLR, Janusz Piechocinski, the Polish deputy prime minister, said at the end of June that the country had reached the sixth round of negotiations with a premium car manufacturer for the construction of a new plant.

Reports in the Polish press

say up to 6000 people could be employed at the new site. The timetable to get the plant running is tight, according to the reports, with construction beginning later this year for production to start in 2019.

Polish reports say JLR is looking for 300-500 hectares, and the two front-running sites are at Sroda Slaska and an airport at nearby Legnica.

There are a number of established car-making centres within reasonable distance of this part of western Poland, including the Polish city of Gliwice, which has both a Toyota and an Opel plant.

These two potential sites are also not that far from Skoda's Mlada Boleslav HQ and Volkswagen's plant in Dresden.

All of this would be good news for JLR's ability to have access to well-established component suppliers.

Not to be left out, Slovakia's government has just revealed that it has changed the laws relating to its 'Act on Investments of Significance' in order to win "the investment of the decade".

Economy minister Vazil Hudack was quoted in news reports as saying that Slovakia missed out on big inward investments in 2014 because it lacked the big industrial parks that companies wanted.

Hudack was also quoted as saying that the decision on the new plant was expected to be made in mid-September.

HILTON HOLLOWAY



HILTON HOLLOWAY

Why is JLR doing this?

JLR PLANS TO build cars in places such as Brazil and Austria and has just started production in Changshu, China. But none of these facilities will be as big as the one currently being finalised for a site tipped to be in eastern Europe.

To prosper over the longer term, JLR needs scale. This probably means

an annual output of around 800,000 units.

Hitting this level means it must dip into lower-price (but still 'premium') brackets, which makes wage costs a much more important consideration.

No car maker can ignore wages as low as £6.25 per hour in Poland and £7.50 in Slovakia, compared with as much as £18 in the UK.

The truth is that building more affordable cars in a low-wage country is probably necessary to secure the wider JLR operation during the next two decades.





Spain's 838bhp supercar hits UK

SPANISH SUPERCAR FIRM AD Tramontana is bringing its closed-top Tramontana R to the Salon Privé event near Oxford this September as it marks the official start of sales in the UK.

The road-legal, entry-level Tramontana R has a choice of a Mercedes-sourced 710bhp twin-turbo 5.5-litre V12 or an Audi-sourced 592bhp naturally aspirated 5.2-litre V10. A top speed of 186mph is claimed, with a 0-62mph time of less than 3.6sec.

The mid-range Tramontana XTR also features the V12 engine and is geared for pure track performance. In this form, it has a top speed of more than 202mph and can reach 62mph in less than 3.3sec, the firm claims. The

top-level XTR-GT takes the V12's output to 838bhp.

Power is sent to the rear wheels through a six-speed sequential transmission. All three models are based around a lightweight carbonfibre tub and have a dry weight of 1350kg.

The cabin seats the single passenger directly behind the driver.

Currently, the Spanish factory can build up to 11 cars per year, and the firm hopes to sell up to three cars in the UK during its first year.

Prices start at €350,000 plus local taxes, so customers in the UK can expect to pay around £300,000 for the Tramontana R. The XTR costs from around £425,000.



Hotter M5 spotted

THE 2017 BMW M5 has been spied testing for the first time.

The disguised prototype, which was seen doing one lap of the Nürburgring, appeared to have a new front end, with extra and wider air intakes. The front end was lower than that of the standard 5 Series, and the test car had dual exhausts and large, perforated brake discs.

The finished model is likely to

come with a revised version of today's twin-turbo 4.4-litre V8, with a more advanced injection system that is claimed to take the power output close to 600bhp, up from 562bhp.

When it goes on sale, the latest version of the M5 will be offered with the choice of either rear-wheel drive or optional xDrive four-wheel drive for the first time.

Tester's Notes

Matt Prior



For reasons I suspect my inbox will soon make obvious, this column has steered around the subject of cycling. It should probably stick to something less divisive, like fox hunting or welfare cuts.

But the other evening I was driving home from Wales, on a clear single-carriageway A-road, at around the 60mph limit.

There was one other road user: a cyclist, riding towards me. As we passed, each comfortably in our lane with a large gap between us, he shook his head. For a moment I thought, perhaps, he had a fly behind his sunglasses, but no. It was a shake of disapproval at me. He'd taken sides.

Is this because he was – let me reach for my big book of clichés – a tub-thumping Lycra-clad cycle lout who jumps red lights, mows down pedestrians and doesn't even pay for the upkeep of the road? No. There are no sides here. Just individuals. Bicycles are cool

There are people who don't like cycling who'll complain that cyclists don't pay road tax

and so are most people who ride them. Quite a lot of them drive cars, too. And walk. Who knew?

Matey here just happens to be an insufferable, sanctimonious berk with too much to say about other people's lives and happened to be on a bicycle at the time. I suspect he'd be the same if he were driving a car (although apparently he's not a fan of an Aston DB9) or walking.

There are people like him on both 'sides' of what should remain a non-debate. There are people who don't like cycling

who'll complain that cyclists don't pay road tax, even though it's vehicle tax and, given that it's based on CO₂ emissions, would make bicycles free anyway. Or that cyclists don't have insurance, when anybody who lives in a house that's covered by contents insurance probably does have third party liability cover while cycling. (As the Association of British Insurers says: "Your contents policy will also normally provide personal liability cover for you and members of your household when away from your home." It doesn't cover vehicles or horses, nor death or bodily injury to your domestic staff – so don't run the butler down – but it does usually cover you while using bicycles, even electrically powered ones.)

"But they don't even have to have a licence!" Well, most cycling groups would like to see compulsory cycle training in schools, too. And, given that you can pass a driving test at 17 and never have to look at the Highway Code again, it seems ludicrous to me to force too much onto cyclists.

So I don't dislike matey because he's a cyclist. I just dislike him, yet like cars and bikes and most people who use either. The short of it is that, legislatively, nothing is going to change. And if you can't change the situation, change your mindset: less angst, more love.



They're not paying road tax but they're probably insured

matt.prior@autocar.co.uk

@matty_prior



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9,000 miles p.a. 25 month term on personal contract purchase. Minimum 35% deposit required.



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Fuel consumption in mpg (l/100km) for the Kia cee'd 'SR7' are: Urban 33.6 (8.4), Extra Urban 58.9 (4.8), Combined 46.3 (6.1). CO₂ Emissions are 143g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia cee'd 'SR7' between 01/07/15 and 30/09/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/Indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia cee'd 'SR7' 1.4 98bhp 6-speed manual at £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Care-3 covers routine servicing and excludes wear parts. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



A Week In Cars

Steve Cropley

Ian Callum says a new generation of Jaguars will start after F-Pace



MONDAY

Early business at Bentley in Crewe, so I left Gloucestershire at 6am to avoid the traffic, stopping at Keele services north of Birmingham for a coffee. It's a while since I've done a no-nonsense trip in a little car like our Suzuki Celerio, the kind where you concentrate equally on saving time and fuel. It was a pleasure; the absorption took me away from the nonsense on the radio. The 999cc triple's fuel consumption just gets better. My 71mpg was once a figure you'd dream about from a Vespa, let alone a five-seat car.

Only after leaving Crewe did an irony strike me: the place will soon be home to Bentley's Bentayga SUV, one and a half times as long, two and a half times as heavy and eight times more powerful than the Suzuki. The words of Bentayga project leader Peter Guest came back to me: "If WO Bentley had set out to build a car in 2015, I'm sure he'd have made an SUV."

TUESDAY

Lunch with Jaguar design director Ian Callum in the relaxed atmosphere of Rules, the capital's oldest restaurant.

'We have a fantastic design team. More and more they create things I wish I'd designed'

Such meetings normally happen at motor shows, where you're chasing the next big thing, so it was a special pleasure hearing Callum talk about his own Jaguar journey.

"It's been a roller coaster," he said. "I've always loved the

brand, and when I took over I reckoned I knew what was needed. But I was petrified to be put in charge of the company's vision. I thought it would take 10 years to get things right; 16 years on, we're just about getting there. We've renewed the saloons, launched the F-Type and we're well advanced with F-Pace, the sports crossover I said I'd never design. "We have a fantastic design team. More and more they create things I wish I'd designed, which is as it should be."

Callum, who still sketches cars for relaxation, believes the post-F-Pace period will be a time for reflection, because the Jaguars beyond will begin a new generation. Exciting prospect.

And another thing...

When the time came to return the electric BMW C-Evo scooter I've been riding for months, I couldn't do it. It has become too convenient, too enjoyable and too much a part of my life. So I'm sending them the money instead.



Bloodhound's model rocket car competition is providing huge fun

WEDNESDAY

To Buckmore Park, the Kentish kart track near Chatham, where owner John Surtees, the former car and motorcycle world champion, was hosting a relaunch with new karts, a new logo and bold new plans for an extension of the 0.6-mile track that he hopes will lead to a world championship event.

Buckmore, which nestles in a natural amphitheatre beside the M2 motorway, has played a vital part in UK motorsport, having helped to develop the careers of stars such as Johnny Herbert, Jenson Button, Lewis Hamilton, Anthony Davidson and the late Dan Wheldon. This was a carefree afternoon, with guests taking to the track in the new karts and one or two sitting in with racing driver Scott Malvern in a special high-powered two-seat kart. Reminded me of Michael Schumacher's view of karting: that it was the purest form of competition this side of F1.

THURSDAY

To Pimlico Academy in central London to enter my home-built model rocket car in a Bloodhound-promoted competition that's spreading like wildfire in schools across the UK. You pay a fiver for a kit, build a car from foam (plans included), go to a local meeting and race on a 20-metre wire-guided course. The Bloodhound crew stick a proper pyrotechnic rocket into your car's chuff, ignite it electrically via a launch button and measure its speed with a radar gun.

The results are spectacular. Even my own 48mph run looked remarkably quick, but the winner's 62mph was truly awesome. And how interesting to discover that even in a foot-long foam car weighing almost nothing, you still win by paring weight, reducing frontal area, cutting rolling resistance and refining the aero. I'll do better next time. Details at bloodhoundssc.com.

steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars

McLaren 675LT

15.7.15, Silverstone McLaren unleashes the playful side of its Super Series line-up with this more powerful, lighter, more focused version of the 650S

QUICK FACTS

PRICE £259,500
ON SALE NOW



Oh hello, I didn't expect that. There's this corner on Silverstone's International circuit. Well, there are a few, obviously. But there's this one on the new section at Abbey that in most cars is a fast (and in a McLaren 675LT an extremely fast) left-hand sweep. It's fourth gear and probably taken at around 80mph, although I'm not looking that closely at the speedo because, halfway through it, I apply a bit too much throttle and the 675LT indulges me in what it thinks I'd like it to do and steps smartly sideways.

A McLaren 650S wouldn't have done that. It would have been rather more governed by the grip at its front end, but the limited-run 675LT,

which, McLaren says, is a bigger step-change over the 650S than the 650S was over the 12C, has had its unruly side unleashed. Even though there'll be only 500 LTs, some 33% of it is new compared with the 650S, which the LT supplements in the range. Think of it, although I won't be forgiven for the analogy, as a 650S Speciale. Half of the engine components have been replaced to find an extra 25bhp, taking the 3.8-litre engine's total to 666bhp. That's 675PS, hence that part of the name.

The 'LT' bit stands for Longtail, named after the three McLaren F1 GTR Longtails that were homologated and made to keep the F1 competitive in sports car racing →



In addition to McLaren's usual launch control, there is a setting for smoky burnouts





← in 1997. The F1 Longtail was longer, lighter, faster; so is this car. At £259,500, it's more expensive, too.

LT is now more about philosophy than length, though, because the 675 is only 3cm longer than a 650, but with its new front splitter, 50% larger rear wing and new underbody and side addenda, it makes 40% more downforce than the 650. The body changes are all in carbonfibre, which contributes to a weight saving as well as the downforce increase. The 675, at 1320kg (1230kg dry), is 100kg lighter than a car that was not noted for its portliness in the first instance.

Looking for areas from where to trim 8% of the mass means that even the wiring loom is 3kg lighter, the windscreen glass is 0.5mm thinner and the engine cover is Plexiglass – although its holes, like the vents at the rear and the fact that the radiators have been turned sideways, are about getting heat from the car rather than lightening it.

There are more stats – lots more, like the fact that the conrods are 11% lighter and the engine cuts the ignition

on upshifts so the engine's speed change rate is 55% faster – but what makes the 675 the car it is are the changes to the chassis. The steering rack is faster even than a P1's, spring rates are 27% stiffer at the front and 60% stiffer at the rear, and front tyre grip has been increased by 6%. All of which is centred around making the 675LT more agile, responsive and rewarding – and more of a car that will indulge your childish side in a way that, P1 aside, modern McLarens hitherto have not. They've had launch control, for example, but not a launch mode that will give you massive, long, smoky burnouts. The 675 has one of these.

Not that you'd always know it is wild. McLaren says that, yes, inevitably you'll want to talk about competitors to the 675LT – the Ferrari 458 Speciale is obviously the one that comes to our minds – but that this car has many rivals, not just one, because its breadth remains so broad. So it proves. The 650 was always a car with ride quality to spare, and even though

the 675 has given up a little of the 650's compliance, it still rides with a flatness and composure that track-special sports cars – and plenty of saloon cars, for that matter – simply can't match. This is still a car in which you could comfortably cross a country on your way to a track day.

As a road car, the 675LT is engaging and rewarding. It steers beautifully, the faster rack giving

It's willing to tackle a corner at the attitude you choose, rather than just at an attitude that's fast



LT shows its true talent on a circuit but is also a remarkably well-rounded road car



Alcantara covers the dashboard, steering wheel rim and carbonfibre racing seats; the gearshift paddles and centre console are also carbonfibre



V8 has 25bhp more than a 650S, many new parts and a Plexiglass cover with holes for extra cooling; familiar doors, but the front splitter is new



no hint of nervousness but oodles of feel and finesse. The engine makes a more satisfying sound than ever, the gearshifts are quicker than those of the 650S and the exhaust is prone to popping unburnt fuel. You still get three modes of damping stiffness and powertrain anger, too, so you can turn up the noise yet leave the suspension relatively supple. On the road, where the traction control

is frequently tested and sublimely metered, I recommend you do.

On a circuit, though, it is best if everything is turned to 11, and here's where you feel the greatest difference between the 650S and 675LT. The basics are still there. It's still whoppingly fast and the brakes are phenomenal. There's still a touch of stabilising understeer if you drive smoothly and there's still brake steer.

But it's in the details and nuances of the handling balance where the 675 fulfils the potential of this model line – where it has finally become a truly adjustable mid-engined car, with a nailed-down front end and a tail that will move around under acceleration or be provoked on turn-in. It is quite a bit more mobile and a degree more agile – not only prepared but also willing to tackle a corner at the attitude you choose, rather than just at an attitude that's fast.

The 675 is fast, mind – closer in lap time to a P1 than a 650S around most circuits. But the difference you'll note from behind the wheel is not necessarily how much faster you'll be going than in a 650S, but how much more fun you're having while you're doing it. Until now, I've felt this car – by which I mean MP4-12C, 12C and 650S – has just needed to loosen its top button, worry less about impressing people and kick back and unwind a little. In the 675LT, it has become precisely that car. The only shame is that all 500 are sold.

MATT PRIOR



Track details are available on board; there's more front-end grip than in the 650S



McLAREN 675LT

Limited-run car brings out the very best in McLaren's Super Series. Superb on road and track



Price	£259,500
Engine	V8, 3799cc, twin-turbo, petrol
Power	666bhp at 7100rpm
Torque	516lb ft at 5500-6500rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1320kg
Top speed	205mph
0-62mph	2.9sec
Economy	24.2mpg
CO ₂ /tax band	275g/km, 37%



QUICK FACTS
PRICE £31,500 (EST)
ON SALE NOVEMBER

Audi A4 2.0 TDI 190

19.7.15 Freiburg, Germany Lighter, roomier and more refined saloon targets compact exec rivals



We've been here before: not only does the new, fifth-generation Audi A4 look fairly similar to its predecessor, but the messages about the car coming out of Ingolstadt are familiar, too.

When the outgoing car was launched in 2008, Audi told us the new model was bigger, more dynamic, cleaner and more spacious inside and featured more technology than the version that it replaced.

Our road test team was less convinced by the sum of those parts, awarding the car a 3.5-star rating out of five and bemoaning that it didn't quite live up to the lofty claims of its maker. Mind you, that didn't prevent the A4 from selling strongly around the globe and, to be fair, Audi

improved the car in many key areas during its lifetime.

Guess what? The new version is bigger (marginally) and the message from Ingolstadt is that it is more dynamic, roomier, cleaner and more tech-laden than the outgoing car. So what makes Audi's case more compelling this time around?

Despite the external styling being similar, there have been some much more radical technical changes under the skin, all of which have contributed to making the new A4 a more refined and sophisticated car.

The Audi A4 will make its first official appearance at September's Frankfurt motor show and go on sale in the UK in November, but Autocar had early access to drive →



New, bigger A4 has a longer wheelbase and rear passengers will notice the difference



The quest for greater refinement

AUDI HAS PUT a lot of effort into cutting wind noise and that included resiting the exterior mirrors. "The old car had a problem in the mirror area and so on this car we moved the mirror to a place that is better for wind noise," said Audi's head of total vehicle development, Michael Neumayer. "It's easier to mount it in the old position because it's so stiff, but to put it onto the door, we had to work to incorporate some stiffness into the door panel itself."

The A4's levels of refinement were pushed forward by technical chief Ulrich Hackenberg and his fastidious approach. "He'd drive our development cars every two weeks and point out where we needed to improve," said Neumayer.



← pre-production versions in the Black Forest in Germany.

Despite the similar look and shape, the new A4 saloon is slightly longer and wider than its predecessor and has a longer wheelbase. Audi claims a class-leading drag coefficient of 0.23 for the A4 saloon thanks in part to the adoption of a largely flat undertray and detailed sculpting around the rear end. Along with reductions in rolling resistance, mechanical friction and engine noise isolation, the changes mean that the A4 is capable of cruising extremely quietly.

This in turn enhances the premium ambience of sitting in a cabin that sets a class standard. It's comfortable, tastefully adorned and thoughtfully laid out, offering decent occupant space in most dimensions, controls that are angled slightly towards the driver and luggage space broadly on a par with rivals.

As a top-spec option, the 'virtual cockpit' multimedia and instrumentation system first seen in the Audi Q7 has been carried over

in its entirety. It offers superb clarity and an incredible array of ways to present the driving information, navigation or infotainment data.

So far, so premium, but Audi has also promised us better driving dynamics with this car, and that's where more widespread mechanical changes come into play.

First, there's the weight saving. As with the recently launched Q7, Audi has hacked weight out of the A4 and some derivatives are up to 120kg lighter than their predecessors.

Then there are the reworked engines. Among several left-hand-drive derivatives we tried was the 2.0 TDI, which is expected to be one of the biggest sellers in the UK market.

The engine we tested has more power than its predecessor, at 188bhp, and is also cleaner, emitting just 107g/km of CO₂ when driving through Audi's optional seven-speed S tronic dual-clutch automatic transmission.

The four-cylinder turbodiesel is strong and flexible from low revs and only becomes more vocal when being



Flat undertray and detailed aerodynamic work at the rear enable a slippery 0.23 drag coefficient, which adds to the quiet, refined cruising ability



New A4 is natively front-wheel drive but quattro four-wheel drive is available; Audi's multimedia control set-up allows for intuitive navigation

asked to work hard on steep inclines. Otherwise, it sounds and feels well isolated from the cabin. It's hard to fault the S tronic transmission, which performs unobtrusively when left to its own devices.

The lighter, more powerful A4 also benefits from a newly developed suspension system, which now uses a multi-link arrangement at the rear as well as at the front.

Our test car was equipped with comfort-orientated passive suspension – one of several options available on the newly developed layout – and it showed that the Audi's ride is more limber than that of its brittle-feeling forebear, if still slightly on the firm side.

It'll take a full domestic test drive to determine whether it works as well on our roads and also whether the optional adjustable shock absorbers are preferable to the fixed standard components, although Audi is planning further testing on these shores to assess whether UK-bound cars would benefit from a bespoke suspension tune.

The new A4's steering is more feelsome, too, at least in its standard setting. The version we drove came with Audi's Drive Select system, which enables the driver to alter the characteristics of the throttle, steering and S tronic gearbox for increasingly direct levels of response.

There's a notable step between the settings, although the extra resistance of the new electro-mechanical steering in its Dynamic setting feels less natural. The personal preference of Audi technical chief Ulrich Hackenberg is to use Comfort, and that's a good enough recommendation for us.

The way the front-wheel-drive Audi handles is by no means going to prompt BMW to rethink its rear-drive philosophy overnight, but it feels very composed.

Indeed, the new A4 is impressive in all respects, but most notably for the hushed, slick and refined manner in which it drives, as well as its overall ambience of sophistication.

This Audi has to be good. The competition in the compact premium

segment in which it dwells is rapidly intensifying, and the new A4 will have to fight for sales against the Jaguar XE, a revised BMW 3 Series and the Mercedes-Benz C-Class.

The early signs are that the A4 isn't going to disappoint when its final production specification is nailed down. On the evidence of our early test drive, the engines look competitive in terms of performance, frugality and emissions, which should put the A4 on the shopping lists of company car drivers, too.

We're slightly reserved in our judgement for one reason: our first test of a UK model in the autumn will define exactly how well the new A4 copes on our roads and determine how well Audi has re-engineered the car for right-hand drive, which is something that, we found, was below par in the outgoing model.

For now, though, there are plenty of positive signs that Audi is about to make the decision making in this hotly contested market segment even more difficult.

MATT BURT



AUDI A4 2.0 TDI

A4 takes a big step forward, based on driving pre-production versions. Superbly refined and sophisticated



Price	£31,500 (est)
Engine	4 cys, 1968cc, turbodiesel
Power	188bhp
Torque	na
Gearbox	7-spd dual-clutch automatic
Kerb weight	1430kg (est)
Top speed	147mph
0-62mph	7.7sec
Economy	68.9mpg (combined)
CO₂/tax band	107g/km, 19%

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Renault Clio RS 220 Trophy

16.7.15, Surrey Renault's motorsport division hopes to rediscover some of its hot Clio's lost lustre

It's fair to say that, thus far, the current Renault Clio RS has been a disappointment. Previous to it, four generations (five if you include the Williams) of the Renaultsport-fettled supermini were imperious, successive class leaders, and most were an object lesson in cheap fun. Their replacement managed to be none of these things, saddled as it was with too many doors, too little power and a fun-dampening EDC dual-clutch automatic gearbox.

Its shortcomings, one suspects, were not lost on Renault's famed motorsport division, because many of them have been addressed in this, the 220 Trophy version. It's still a five-door and still an automatic, but the '220' in the name refers to a 10% power hike to the car's now Euro 6-compliant turbocharged 1.6-litre four-cylinder petrol engine, its new 217bhp output distinguishing it from the 197bhp variant still below it in the pecking order.

The extra power comes courtesy of a marginally larger blower and an engine remap. An increase in boost

pressure delivers more peak torque, too: 192lb ft at 2000rpm. It's an improvement so crucial to the Clio's driveability that it migrates to the cheaper 200 as well. Exclusive to the Trophy, however, is a "substantially recalibrated" EDC 'box, which now shifts 50% faster than before, and a bespoke chassis set-up.

This includes substantially firmer springs (the rear twist beam has been stiffened by 40%) and dampers to match. The steering ratio has been reduced, too, for more directness, and the standard 18in wheels are teamed with Michelin Pilot Super Sport tyres, for more traction. There's still no proper limited-slip diff (Renault's RS Diff is an electronic emulator) but there is launch control and the potential for 47.9mpg economy if you go nowhere near the former.

To look at, the Trophy is noticeably lower. Previously, even in Cup form, Renault barely dropped the car at all. Here, it is 20mm lower at the front and 10mm at the back, making it a much squatter prospect – and a more fetching one in a matt white colour

scheme that adds both a gloss black roof and £1300 to the bill. Extra badges feature, too, while inside there's a leather-bound wheel and some carbonfibre-effect trim.

Everything else around you remains the same, including the dull, hollow clunk of a gear selector more suited to a worn-out SUV than a new supermini. Renault has reduced the travel of the associated column-

It isn't rampantly quick, but a Ford Fiesta ST might find itself going backwards now



A firmer suspension set-up spoils the ride but brings greater agility in the turns



Trophy-spec highlights include a leather-bound steering wheel; the action of the shift paddles is marginally improved but still lacks crispness



Turbocharged 1.6-litre four-cylinder engine now makes 217bhp and 192lb ft; the Trophy retains the five-door layout of all other Renault Clios

mounted paddles by 30% but there's still no crispness or click to them, just a gummy 'meh' of wilting resistance.

This lack of fingertip fulfilment is all the more frustrating because shifts do indeed possess far more zip, which, happily, proves to be a merit of the Trophy in general. One of the turbocharged Clio's most disappointing traits was an inability to feel remotely brisk when left in auto mode, but thanks to the extra torque – and an extra 15lb ft that only the Trophy gets in fourth and fifth – the range-topper feels not only livelier but also easier to get along with.

That's without trying. Thumb the RS button for its 'race' setting and the new-found liveliness nears actual exuberance. The engine's additional muscle is further enhanced by seemingly greater lung capacity, with a revised air intake and exhaust meaning the four-pot threshes its way to a higher 6800rpm rev limit with rasp and far greater gusto.

The result isn't rampantly quick like an Audi S1 or Mini Cooper S (both a further leg up the ladder),

but a Ford Fiesta ST might just find itself going backwards now. Don't expect corners to slow it up much, either. The Trophy lives up to its suspension's billing, negating the 200's weight transfer tendencies by barely dipping a wing at turn-in and thereafter transforming the engine's faster, freer spin into a balanced and properly tacky mid-bend hunker – one made all the more palpable by a steering rack that has had some of the old responsiveness returned to it.

The downside of turning up the chassis' wick is that a substantial bite has been taken out of the Clio's ride comfort – previously one of its most likeable assets. The uncompromising approach now taken to vertical body movements is decidedly old school, so expect jowls to jiggle in town and bottoms to leave seats on bumpy B-roads. Clearly this speaks to the Trophy's circuit-focused tuning – a stated objective – and is of the type that a right-minded niche buyer probably wouldn't blanch at.

Whether the Clio still appeals to that kind of audience now, though, is

questionable. Some of the old Dieppe pixie dust has been sprinkled here, but it settles only patchily on what is a resolutely expensive five-door, two-pedal product. Renault made the RS softer, slower and more sensible to lure the masses, but restiffening the sinews won't guarantee the gushing return of a hardcore minority – especially as most of them are now Ford customers, driving a replica of the cheap, three-door, three-pedal, three-times-the-fun machines that Renaultsport spent the best part of two decades championing.

Rather than chasing lap times, Renault would have been better served here by simply splicing its improved powertrain to the existing Cup chassis and cleaving £2k from the £21,780 price. As it is, the Trophy is still by far the best EDC-equipped Clio we've driven and a fine alternative to something like the Peugeot 208 GTi 30th. But its imperfections are marrow-deep and, for once, a single-minded special edition isn't necessarily the solution.

NIC CACKETT



RENAULT CLIO RS 220 TROPHY

Trophy reworking makes the Clio RS quicker and plainly better, but the EDC concept is still hard to love



Price	£21,780
Engine	4 cyls, 1618cc, turbo, petrol
Power	217bhp at 6800rpm
Torque	192lb ft at 2000rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1204kg
0-62mph	6.6sec
Top speed	146mph
Economy	47.9mpg (combined)
CO ₂ /tax band	135g/km, 22%



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QUICK FACTS
PRICE £36,060 (EST)
ON SALE OCTOBER



BMW X1 xDrive25d

16.7.15, Austria Compact premium SUV takes a different approach for its second generation

In the six years since its launch, the BMW X1 has garnered 730,000 sales worldwide, making it easily the most successful entry in the compact premium SUV class. So this Mk2 model has a lot to live up to.

BMW has given its new SUV a more rugged appearance than its predecessor's. There's a much bolder front end, with angular headlights, foglights sited within the front bumper, a contoured bonnet, prominent wheel arches, a more heavily structured body and greater ground clearance.

The new X1 is 36mm shorter but 21mm wider and 32mm taller than the old model, although it rides on a 90mm longer wheelbase and its tracks have been extended by 61mm at the front and 32mm at the rear. It makes use of BMW's UKL platform, which sites the engines transversely rather than longitudinally and makes the X1 now nominally front rather than rear-wheel drive. Combined with the altered exterior dimensions, the new platform is also key to providing more interior space.

The X1's cabin is similar to that of the 2 Series Active Tourer. The overall fit and finish are quite good, but certain elements look and feel disappointingly cheap. Ergonomically, though, it is sound. The driving position has been raised by 36mm, but it is in the rear where the added space is most noticeable. BMW claims an extra 37mm of knee room with the standard rear seat, which is now set 64mm higher than before, extending to an extra 66mm with an optional sliding rear seat.

The new X1 will be offered with a choice of turbocharged 2.0-litre petrol and diesel engines in varying states of tune and in combination with either a standard six-speed manual or eight-speed automatic gearbox, depending on the model. As with the range-topping X1 xDrive25d driven here, most models have four-wheel drive as standard.

The 228bhp, 332lb ft xDrive25d serves up an impressive blend of performance and fuel economy. This is reflected in the 6.6sec 0-62mph time and 146mph top speed claims,

combined fuel consumption of 56.5mpg and a CO₂ rating of 132g/km.

What's really noticeable is the improvement in the shift quality of the gearbox. The standard eight-speed automatic on the range-topping diesel brings an altogether smoother and more eager action. It also comes as standard with BMW's Driving Experience Control, offering Comfort, Sport and Eco Pro settings.

The good news is that the X1 continues to be a highly rewarding drive and has the agility to shame many hot hatches. The chassis balance is superb and provides the X1 with fluid and responsive handling, both around town and on the open road. The optional electro-mechanical variable-ratio steering fitted to our test car proved responsive and communicative, too, and body control ranges from family-car respectable to sportingly taut, depending on the driving mode. Grip levels are plentiful and the permanent four-wheel drive on the model we drove ensured that traction was never in doubt.

The drawback is a somewhat compromised ride. In a bid to provide class-leading body control, the X1 is relatively firmly sprung and damped, with quite aggressive compression and rebound characteristics. There's sufficient compliance in Comfort mode, but the otherwise impressive refinement is occasionally challenged by sharp vertical movements and excessive road noise.

An upcoming drive in the UK will tell us if our reservations will be a real issue, but from what we've seen so far, the new X1 is superior to its hugely successful predecessor. BMW's optimism for its new SUV is such that it has shifted production from its Leipzig plant to the more flexible Regensburg facility to ensure it can keep up with the demand. That may well prove to be a wise decision.

GREG KABLE

BMW X1 XDRIVE25D

Agile, rewarding to drive and roomier than before, if a little firm riding. It'll be a big seller



Price	£36,060 (est)
Engine	4 cyls, 1995cc, turbodiesel
Power	228bhp at 4400rpm
Torque	332lb ft at 1500rpm
Gearbox	8-spd automatic
Kerb weight	1575kg
0-62mph	6.6sec
Top speed	146mph
Economy	56.5mpg (combined)
CO ₂ /tax band	132g/km, 24%



Cabin is ergonomically sound, but perceived quality is so-so in places; handling is fluent and agile, while traction is never an issue

A leap forward in reverse parking.



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The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



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QUICK FACTS

PRICE £37,500 (EST)
ON SALE SEPTEMBER



Volkswagen Passat GTE Estate

14.7.15, Netherlands Plug-in petrol-electric hybrid promises urban frugality and daily practicality

The Volkswagen Passat GTE is the latest in a long line of ultra-low-emissions mid-sized plug-in hybrids. To be sold in saloon and, as driven here, estate forms, it can run exclusively on electric power or on a mix of petrol and electric power.

The Passat GTE uses a specially tuned version of VW's 1.4 TSI engine that develops 164bhp and 184lb ft. The engine is supported by an electric motor located within the six-speed dual-clutch automatic gearbox, from where it produces 113bhp and 243lb ft. The motor, which is powered by a 9.9kWh battery sited under the rear seat, can operate on its own or in tandem with the petrol engine. VW quotes combined outputs of 215bhp and 295lb ft – 14bhp and 37lb ft up on the Golf GTE, with which it shares some elements of its powertrain.

The driver can choose between E-mode, Hybrid, Battery Charge and GTE modes. VW claims an electric range of up to 31 miles and speeds of up to 81mph in E-mode. In GTE mode, the petrol and electric motors combine to enable a 0-62mph time

of 7.6sec and a 140mph top speed. Combined fuel economy is 176mpg and CO₂ emissions are just 37g/km.

Charging time on 240V mains electricity is put at 4hr 15min, although an optional 360V wallbox can provide a full charge in 2hr 30min. With its tank brimmed and the battery fully charged, the claimed range is 622 miles.

On the one hand, the Passat GTE is a highly practical car with a useful zero-emissions range. On the other, it's a refined long-distance cruiser. Just don't think of it as a performance car. Despite its reserves, it's 350kg heavier than the Passat 1.4 TSI.

The Passat GTE sports a unique front bumper with distinctive LED daytime running lights, blue accents within the grille and GTE decals on the wings. Inside, the instruments include an energy gauge and GTE-specific LED graphics, along with an altered gearknob, gloss black trim accents and blue stitching highlights. Although the relocation of the fuel tank has taken up some of the boot's underfloor space, accommodation

and load space are otherwise the same as in other Passats.

The car starts in E-mode when the battery is sufficiently charged. With maximum torque from standstill, the electric propulsion is strong up to typical urban speed limits. Refinement in E-mode is superb, too, with the damping more comfort-orientated than it is in Hybrid mode.

When the battery is depleted, the petrol engine fires. Alternatively, you can press the GTE button on the centre console or nudge the gearlever to alter the reserves manually. The change in propulsion is seamless and the operation of the petrol unit is superbly isolated. At the same time, the mapping of the throttle, steering and gearbox alter for a sportier feel.

On the open road in Hybrid mode, the Passat GTE is reasonably swift, with a good deal of mid-range shove, and the electric motor's boost provides impressive overtaking qualities in kickdown. However, it's at its best at a constant cruise with the petrol engine below 2000rpm.

Despite its added weight, the

Passat GTE is dynamically satisfying. The steering lacks feel but is quite direct, body control is impressive and the ride is excellent.

In stop-start traffic, our test car suffered some transmission shunt changing from first to second. There was also a sponginess to the brakes as the energy recuperation system cycled. In town, it's better to slot the gearlever to B (for brake) to increase the resistance of the recuperation.

Niggles aside, there's a satisfying solidity to the Passat GTE. In town, it is extraordinarily refined for a car that is so practical. But the technology comes at a price. Although it is outstandingly frugal over shorter distances, it can't compete with a diesel on long journeys – even if the electricity is almost free.

GREG KABLE

VOLKSWAGEN PASSAT GTE ESTATE

Refined, practical and extremely economical in town. No match for a diesel on long hauls, though



Price	£37,500 (est)
Engine	4 cys, 1398cc, petrol, plus electric motor
Power	215bhp (combined)
Torque	295lb ft (combined)
Gearbox	6-spd dual-clutch automatic
Kerb weight	1660kg
0-62mph	7.6sec
Top speed	140mph
Economy	176.6mpg (combined)
CO₂/tax band	37g/km, 5%



GTE has its own LED graphics, energy gauge, gearknob and trim details; mid-range response feels eager and the ride comfortable



SIX OF ONE, ^{HALF A} DOZEN OF THE OTHER

The Jaguar XE is only weeks old but already faces fresher competition from a facelifted BMW 3 Series. **Matt Saunders** lines up six-cylinder petrol versions and chooses a winner

PHOTOGRAPHY LUC LACEY





The A95 runs south from Munich for about 10 miles before it becomes derestricted. It isn't one of Germany's grandest or busiest autobahns – not at mid-morning on a weekday, at any rate, because it arrows straight into the foothills of the Austrian Alps – and southern Germany heads there mostly at the weekends. So for the rest of the week outside of rush hour, the A95's two lanes are pleasingly light on traffic and ideal for gathering your first impressions of a brand-new German sports saloon such as the near-£40k, 322bhp BMW 340i.

Cars like this quickly find their niche on the autobahn. Powerplants that might otherwise seem profligate can suddenly bring their talents to bear. Rolling chassis and steering systems tuned to reassure with their high-speed stability and unwavering body control make short work of going fast. And partly because

Germany's roads are so good, but at least equally because its cars are so well suited to them, you wonder for a little while why any other civilised country in the world should need such an antiquated, anti-libertarian thing as a national speed limit.

So it is with the 340i, right down to an unexpectedly detailed level. The fact is that you needn't even have noticed the all-important road sign with which Germany marks the beginning of a derestricted stretch of motorway when driving this car. Just flick your gaze down to the 3 Series' head-up display, where its speed limit recognition system conveniently repeats the last posted limit you passed. If it's a white circle with a black diagonal bar running through it, you're cleared for Mach 2. Easy-peasy, pedal-squeezy.

But hang on. The new 3 Series isn't alone in its ability to gel perfectly with the roads and surroundings where it was born and bred. On the



From the outset, it's not instantly obvious which is the Jaguar XE's biggest dynamic achievement



Jaguar has given the XE S's interior an ambience of warmth, luxury and richness that separates it from its BMW competitor



What the 3 Series' cabin gives away to the XE's in charm, it largely claws back in perceived quality and slightly more space

narrower, curvier, more undulating A-roads and B-roads of the English Midlands, a near-£45k, 335bhp Jaguar XE S can do it, too, albeit in a very different way: with greater directional agility and poise, tuned to come to the fore at a slower but no less demanding ground-covering stride, in among hedges that are closer and higher, corners that are tighter, and with your line of sight rarely as clear as on Germany's multi-laners.

New cars, like people, are at least in part a product of their environment. It's inevitable. But what happens when you put such differently influenced products together? Which one asserts itself? To butcher Jack Nicholson's Boston-drawled opening line from *The Departed*: which can make that new adversarial environment a product of it?

Well, first you've got to do it. And if you want the latest 3 Series, you have to go a fairly long way to do it, because the BMW has only just been

launched to the international press in Munich. So you bundle a willing volunteer into Jaguar's equally new XE and send him off towards the Channel Tunnel while you get on a plane. You aim for neutral ground: in this test's case, an idyllic stretch of mountain road called the Namlos Pass, not far over the Austrian border.

And when you get there, you prepare for the start of an automotive rivalry that could run and run – the most telling gauge yet of whether Gaydon has got it right with its most important new saloon car in decades.

Stand by, then, for England versus Germany; new pretender versus old master; £2 billion of recent investment versus 40 years of experience in making what has consistently been the best compact executive saloon in the world.

BMW'S FIGHTBACK

You're probably reading this twin test in advance of any first drive

impressions about the 340i. There has been very little written about BMW's facelifted 3 Series so far compared with the reams and reams we've published on the XE. So let's redress that a bit.

After three years at the top of our road test rankings, Munich's fleet-market standard-bearer has only very recently been deposed from Autocar's number one spot. However, the facelifted 3 Series has several new engines and new gearboxes, significantly overhauled suspension and a richer interior, as well as a few exterior styling tweaks and specification improvements.

Among the biggest and best news is that, at the base of the range, BMW's excellent 134bhp 1.5-litre three-cylinder turbo petrol engine has been adopted by the new 318i, giving the market an affordable low-CO₂ petrol derivative with, at least in principle, an added dose of driver appeal. Higher up the

pyramid, the all-important 320d gets the power hike (to 188bhp) that its various sibling models have been showing these past 12 months, and the four-cylinder turbo petrol 328i is replaced by a new four-cylinder 248bhp 330i. Except for some new transmission features, the 330d and 335d headline turbodiesel models carry on largely unchanged in terms of powertrain.

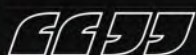
The flagship petrol model (leaving the M3 to one side) is now this even more indiscreetly monikered 340i. It's the first BMW to use the firm's latest twin-scroll turbocharged 3.0-litre straight six and it enjoys output improvements of 20bhp (to 322bhp) and 37lb ft over the outgoing 335i.

That seems to put it at a slight disadvantage to the XE S, whose F-Type-hailing 3.0-litre supercharged V6 produces 335bhp. But let's not fail to take torque into account – specifically, the spread of →



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"THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW
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996 TURBO/GT2 » 600+ BHP
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997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
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PANAMERA DIESEL » 305+ BHP

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'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DELIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420/450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
X6 X50i 4.4 » 500+BHP
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R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
BENTLEY 4.0 T V8 » 600+ BHP
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The 340i feels difficult to guide down the road as precisely as you'd like and oddly straight-laced

← it. Both cars make a peak 332lb ft, but you'll need 4500rpm on the rev counter in the Jaguar to conjure it up. In the BMW, you get it from an unbelievably low 1380rpm.

BMW has also done pretty much all it can, without making heinously expensive changes to the 3 Series' body-in-white, to update the car's suspension and refine its ride and handling. The suspension is now mounted to the body in five places, up from three, making it more rigid, more robust and better at supporting the car's weight. This has allowed BMW to apply stiffer springing to the car, it claims, without damaging comfort and refinement. It has had to strengthen the suspension arms to do that, of course – all of which is mass that needs controlling. So new twin-tube dampers are fitted as standard, with computer-controlled adaptive damping remaining an option. Active-ratio Variable Sport Steering is also an option. Our 340i had both options fitted.

In some ways, the XE S matches the BMW's specification. In others, it's engineered to better it. Get past the lightweight aluminium body and you'll find an all-independent suspension set-up with adaptive dampers as standard (an option on the 340i), an eight-speed automatic gearbox (also a cost option for the BMW) and a torque vectoring system. But Jaguar claims that the combination of double-wishbone front and integral-link rear suspension offers superior wheel location and camber control to the BMW's, as well as better grip and ride tuning. We'll see how apparent those claimed advantages are.

The cars are within 50kg of each other on overall kerb weight, and an identical 5.1sec sprint from 0-62mph is claimed for both.

SHOW US YOUR MUSCLES

There are plenty of places to stretch the legs of cars like these on the two-hour run between Munich and the Austrian border. Plenty of occasions to use every bit of available muscle and operating rev range, and plenty of times when you'll be rewarded for sticking with the time-honoured mechanical template for a sports saloon: a six-cylinder petrol engine and an adaptable, quick-witted automatic gearbox.

In most meaningful ways, the 340i's engine and gearbox are better than the XE S's. The Jaguar's engine is no liability, mind you – and in some less crucial ways it has the edge.

The pair's gearboxes are the same: ZF's eight-speed torque converter auto, somewhat differently tuned, no doubt. Both shift ratios smartly in manual mode and intelligently in 'D'. Both allow you to drop two or even three gears in one change.

But the BMW's straight six is that much more muscular in the lower half of the rev range and still the more forceful of the two above 5000rpm that you can't deny it an early lead in this contest. Having all that torque from below 1500rpm – which is, in effect, from zip in real-world use – makes the car feel significantly quicker than the XE S in any given set of circumstances.

The 340i's engine is probably the car's outstanding selling point. It's elastic, smooth and free-revving – all the things that great BMW sixes have traded on for decades. It's frugal, too. Modern turbocharging technology is now much more economical than supercharging, and the difference between the cars on that score is plain. The 340i will return indicated fuel economy in the high 30s to the gallon all day long, whereas the XE S struggles to top 30mpg – even →

Fantastic 4

Our latest 435i demo gets 'the Birds treatment' as our bespoke package transforms it from a gentleman's GT into a rip-roaring performance coupé



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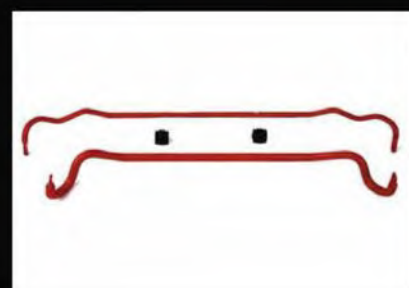
Birds B-Series Dynamics Packages for the latest 3 and 4 Series involves a combination of custom suspension and differential upgrades designed to transform the ride, handling and traction of the standard BMW;

B4 Sport Suspensions - Bilstein based dampers with bespoke damping curves perfectly matched to our B-Series sport springs.

Quaife ATB limited-slip diff - the world leading BMW LSD maximises grip and handling, accompanied with a lifetime guarantee.

B4 Anti-Roll Bars - stiffer anti-roll bars eliminate roll and understeer, perfectly tuned to complement the LSD and suspension.

We do not settle for 'off-the-shelf' products and neither do our customers. If you want guaranteed, genuine bespoke performance upgrades for your BMW, speak to the experts at Birds. Engine, braking and other performance enhancements also available. Birds B-Series Dynamics Packages span 1, 2, 3, and 4 series variants.



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XE S gives its driver far more feedback and greater rewards

◀ when you're stroking it along conservatively.

But the Jaguar's V6 has more rousing tonality. There's slightly less outright performance, yes, but still plenty in isolation. With its low-level supercharger whine and building power delivery, the XE S's motor growls and warbles and worms its way under your skin. After a day or so at the wheel, you'd forgive it the rather un-21st-century fuel economy, because it's got soul. The 340i's demands huge respect, but it could do with a bit more intangible allure.

NEXT: THE MOUNTAIN PASS

So far, so evident the difficulty of the task before Jaguar's executive debutant. But everything we've covered thus far can be established long before you run out of continent-crossing main arterial roads on your way south through the Oberbayern district and begin to climb up onto a more testing, higher-altitude stage. To learn more, you need corners: second-gear hairpins, fiddly cambered sequences of twists and faster, open, sweeping bends with crests and bumps and changing gradients all thrown in. The Namlos Pass has them all.

And here, over a few hours, you realise that what you imagined would be a close-run contest between two of the best-handling four-doors of the moment isn't quite so close at all. One of these cars has perfect cornering balance, a nuanced and fluent ride and beautifully consistent steering. It has sporting poise baked into its every move. The other car feels heavy on its front wheels, reluctant to turn in, difficult to guide down the road as

precisely as you'd like and, although very stable, peculiarly straight-laced.

Our 'other one' is the BMW, which, by this tester's estimation and albeit on the evidence of this first test only, has some improving to do before it's even at the dynamic level of its predecessor, never mind back at the top of the class.

Before we get stuck in, there's a certain amount of couching that must go on here, and it'll prevent us from being too critical of the new 3 Series at this early stage. We know, for example, that the bigger-engined, bigger-wheeled examples of the BMW have historically handled a bit less sweetly than their lighter-nosed, skinnier-wheeled siblings.

We also know that modern BMWs are notoriously sensitive to the wrong optional specification. The 340i about which you're reading has a Variable Sports Steering system that we'd have warned against fitting to the previous 3 Series. We are duty-bound to do the same again now, but it should come as no surprise.

It's also true that our 340i test car was lent to us in lower-level Sport trim. UK-market 340is will all be M Sport trim with different wheels and tyres, although they'll get the same chassis tune if you opt for adaptive damping.

Still, all this really proves is that road testing can be a tricky old game and that all you can do is compare the cars at your disposal – as they are, not as you'd like them to be. Doing that unquestionably casts the BMW in an unflattering light.

The 340i's biggest and most recurrent problem is that steering. Like all 'active' variable-ratio



XE (on left) has a more overtly sporting vibe than the comparatively restrained 340i

systems, the BMW's is designed to make the car feel more wieldy at lower speeds by making the steering gear more direct, only to do the opposite at higher speeds to the benefit of directional stability. As evidenced earlier, it seems to work okay on the autobahn. But using such a system to tackle a mountain pass, corner by corner, is a bit like trying to hammer a nail home into a delicate setting – but blindfolded and, between every stroke, swapping your hammer for a new one of unknown size and weight. Steering wheels are just levers. With this one, you're never quite sure how much leverage you're going to get.

And that's not the 340i's only dynamic flaw. Contact-patch feedback is also too often sacrificed at the front wheels in a grab for extra

directness and a flurry of additional power assistance. (That'll be the steering again.) But just as you've little sense of what the front wheels are doing, BMW's adaptive dampers also give you very little progressive feel for grip levels at the driven axle. Grip isn't as well balanced in the 340i as it might be anyway, with the handling more biased towards understeer than we've come to expect from BMW. But working out at what point grip will run out at the rear wheels, and what happens next, is nowhere near as involving or as benign a process as it should be.

The Jaguar could hardly provide a starker contrast. From the outset, it's not immediately obvious which is the car's biggest dynamic achievement. It could be its dexterous, silken-edged ride on 20in rims, which is →

1

Jaguar XE S

2

BMW 340i Sport automatic

RATING	★★★★★	★★★★★
Price	£44,865	£39,505 (M Sport)
0-62mph	5.1sec	5.1sec
Top speed	155mph (limited)	155mph (limited)
Economy	34.9mpg (combined)	41.5mpg (combined)
CO₂ emissions	194g/km	159g/km
Kerb weight	1665kg	1615kg
Engine layout	V6, 2995cc, supercharged, petrol	6 cyls in line, 2998cc, turbocharged, petrol
Installation	Front, longitudinal, RWD	Front, longitudinal, RWD
Power	335bhp at 6500rpm	322bhp at 5500-6500rpm
Torque	332lb ft at 4500rpm	332lb ft at 1380-5000rpm
Power to weight	201bhp per tonne	199bhp per tonne
Specific output	112bhp per litre	107bhp per litre
Compression ratio	10.5:1	11.0:1
Gearbox	8-spd automatic	8-spd automatic
Length	4672mm	4633mm
Width	1850mm	1811mm
Height	1416mm	1429mm
Wheelbase	2835mm	2810mm
Fuel tank	63 litres	60 litres
Range	484 miles	548 miles
Boot	455 litres	480 litres
Front suspension	Double wishbones, coil springs, adaptive dampers, anti-roll bars	MacPherson struts, coil springs, adaptive dampers, anti-roll bars
Rear suspension	Multi-link, coil springs, adaptive dampers, anti-roll bars	Multi-link, coil springs, adaptive dampers, anti-roll bars
Brakes	350mm ventilated discs (f), 325mm ventilated discs (r)	Ventilated discs, sizes unspecified
Wheels	9.5Jx20in (f), 10.5Jx20in (r)	9Jx18in (f), 10Jx18in (r)
Tyres	235/35 R20 (f), 265/30 R20 (r), Pirelli P Zero	225/45 ZR18 (f), 255/40 ZR18 (r), Michelin Pilot Super Sport





← brilliant. Equally, it could be the perfect marriage of rate of roll, as defined by the springing, to rate of yaw ascribed by its meaty, consistent steering, which is even better.

Or maybe it's the uncommon purity of balance you get from those expertly judged grip levels, and the totally immersive adjustability of cornering line that results when you begin switching out the stability control in stages. Even now, I can't decide. All have been engineered in at apparent painstaking effort, rather than commanded by customer feedback or marketing edict. All are the motive hallmarks of something truly outstanding.

AND THE WINNER IS...

Well, well. You wouldn't have bet on it, but the opening salvo has gone the XE's way. You can argue that this isn't the verdict that matters – that only at a later date, when a four-cylinder diesel facelifted 3 Series arrives on UK shores this autumn and squares up to its opposite number from Jaguar, will the real boss of the compact exec market become known.

Rest assured, that contest is coming. But for this tester, the XE won't be starting it as an outside bet. Not any more. The Jaguar hasn't just shaded this test; as a driver's car, the XE S has put clear air between itself and a car that many – me



included – imagined would present an insurmountable challenge.

And that's not all it has done. Yet again, the XE has underlined its completeness. The 3 Series has a roomier cabin and boot, sure, but getting the cars together only proves how marginal the differences are. The 3 Series' cabin quality probably beats the XE's narrowly, but the Jaguar's cockpit is the richer and more luxurious. The Jaguar is the car you'd rather spend time in, as well as the car you'd enjoy your time in more.

So it's credible, soulful, usable, great looking – and dynamically superior. The XE has arrived. And what an entrance it's making. **A**

SCHOOL OF HARD KNOCKS

Autocar novice racer **Mark Tisshaw** has experienced an incident-packed start to his track career in the closely fought Radical SR1 Cup, including going off at 120mph



Race one of the Radical SR1 Cup and race one, turn one of my motor racing career. Copse at Silverstone, no less. Race one, turn one... and spin one. And then someone hit me. It wasn't the best start to what has been an eventful season so far.

Autocar is racing in the Radical SR1 Cup this season to discover how much of a challenge it is for a raw novice to get involved in motor racing. In the three rounds so far, I've had a spin on the first corner of the first lap, a spin at the final corner of the final lap and a trip to the medical centre in an ambulance after a 120mph crash.

We'll come to that, but up first was the full grand prix circuit at Silverstone. What a place to make my race debut. In the SR1 Cup, you get an optional day of testing to set the car up and learn the track. Then on race day, there's a 20-minute qualifying session (your fastest lap determines your grid position for race one and your second fastest for race two) and two 20-minute races.

In an SR1, a good start to your race requires

impeccable clutch control. You hold the revs at around 9000rpm and then gradually feed it in to ensure a smooth getaway, rather than dumping it and spinning the wheels. That's the theory. My first start was slow and cumbersome, but off the line I went, on the inside of the track, with no immediate danger of being overtaken.

Unfortunately, I hadn't generated sufficient heat in the tyres on the warm-up lap, so as we all charged into Copse, I found myself lacking in grip and suddenly heading backwards. The contact that followed – one car collected the rear wing and right rear corner of bodywork of my SR1 – had a big impact on the aerodynamic performance on the straights and downforce in the high-speed corners, but it wasn't bad enough to end my race.

A recovery drive got me up to 13th out of 15, and afterwards mechanic Pete Geeson was kept busy fitting a new rear section to the car to get me to the grid for a fairly lonely drive to sixth place in the second race.

There was nothing lonely about events at



Tisshaw: "Anything can happen in the next 20 minutes"



Tisshaw (on right) is always willing to get expert tips



Oulton can be challenging, even if you aren't a novice



First two races at Silverstone used the grand prix layout



You can expect lots of wheel-to-wheel action in the Radical SR1 Cup

Oulton Park a fortnight later. The weekend started with huge strides being made in practice after playing with the car's set-up on the back of expert advice from driver coaches Roger Bromiley and James Abbott. Then came a disastrous wet qualifying outing (the first time I'd driven the car in the wet), an exhilarating sixth-place finish in race one, having been as high as fourth going into the last corner, and then a 'did not finish' in race two.

Some DNF it was, too. A chance to overtake presented itself as we came out of the second chicane and Knickerbrook. It started off well. I got a good corner exit, picked up a slipstream, pulled out to the right and got past my rival. But suddenly I had two wheels on the grass as a kink to the left suddenly tightened before the entrance to the fast right-hander at Druids, and the car fired across the track into the barriers at 120mph.

What a testament to the safety of the SR1 that I could unclip my safety belts and get out of what was left of the car and get to the safety of the

marshal post. I'd never recommend a high-speed crash, but if you must do it, do it in one of these. Make sure you wear a Head And Neck Safety device (HANS), too; I was told it saved my life. Two lovely chaps from St John's Ambulance kept an eye on me before the ambulance whisked me away to the medical centre and three doctors diagnosed a concussion that had just about gone by the next event at Snetterton three weeks later.

It took a while to build up confidence in the car (a new one; the original was written off), but when it came, a fifth place in qualifying followed. Come the race, it didn't feel comfortable being so close to cars again at first, but I snapped out of it for a drive through the field after a restart to a sixth-place finish in race one and seventh place in race two after a lunge for fifth place at the last corner didn't go very well.

What fun it has been, though, and it's not over yet. I'm seventh in the championship standings with one round to go: Brands Hatch in September. I expect it will again be anything but dull. **A**

RESULTS

SILVERSTONE

RACE	QUALIFIED	FINISHED
1	8th	13th
2	7th	6th

OULTON PARK

RACE	QUALIFIED	FINISHED
1	10th	6th
2	10th	DNF

SNETTERTON

RACE	QUALIFIED	FINISHED
1	5th	6th
2	8th	7th

CHAMPIONSHIP POSITION: 7TH

Mazda CX-3

Mazda goes Juke hunting with its Skyactiv-generation baby SUV

MODEL TESTED 1.5 Skyactiv-D SE-L Nav

● Price £20,995 ● Power 104bhp ● Torque 199lb ft ● 0-60mph 10.3sec ● 30-70mph in fourth 11.8sec
● Fuel economy 58.6mpg ● CO₂ emissions 105g/km ● 70-0mph 49.6m

This is the age of the compact crossover. With an appetite among Europe's car buyers well established, the class's ranks are filling up fast – and yet the wait for a truly outstanding example goes on.

Manufacturer enthusiasm and customer demand ought to have delivered a standout prospect by now. Instead, while the 36-month procession of bandwagon-jumpers we've witnessed has been characterised occasionally by moderate talent, alternative appeal or value for money (see Nissan Juke, Renault Captur and Dacia Duster), we've as often experienced blandness

WE LIKE Handsome if conservative looks ■ Strong performance and economy ■ Good mix of powertrains



● LED foglights are standard on SE-L and above, but the indicators already live in this recess, so fogs aren't as crucial to the look as they could be.



● There's no incremental step up in wheel size to go with higher trims. The CX-3 has 16in alloys until you get to top-spec Sport Nav, then 18s suddenly appear.



● The 'wing' grille is unquestionably the signature design feature of Mazda's current line-up. Its higher positioning and broader appearance helps to distinguish the CX-3 from its supermini sibling.



● The headlights, whose design Mazda likes to call "predatory", house standard halogen bulbs if you buy SE or SE-L trim; Sport Nav cars have all-LED headlights and tail-lights.

and dynamic disappointment.

The cars that have earned our admiration thus far – chiefly the Duster and the Skoda Yeti – may soon be ruled too large to qualify for a segment increasingly populated by jacked-up superminis. The time is right for something more compact, cleverly packaged, affordable, usable, good looking and fun to drive to come to the fore – something from the mould that, historically, the best small cars have managed to spring.

Step forward, then, the Mazda CX-3, nominally baby brother to the larger CX-5 but more meaningfully the taller, heavier, higher-riding



Latest Mazda 2 shares much with CX-3

sibling of the impressive Mazda 2. The firm's downsized crossover has arrived at the ideal time; not only is the closely related supermini very good and new but there's also likely to be a lot of customer goodwill

and footfall flowing Mazda's way following the launch of the much-anticipated new MX-5 roadster.

The brand's now-mature Kodo design language ties all its recent offerings together rather neatly, and the fruits of its Skyactiv engineering philosophy continue to land – not least in the CX-3's engine line-up, which includes two 2.0-litre petrol units and the 104bhp 1.5-litre diesel on test. A new all-wheel drive system has also been introduced, but the CX3 – like most of its rivals – will mostly ship in front-drive format and a mid-level SE-L or SE-L Nav spec, the latter as tested here.

DESIGN & ENGINEERING



The CX-3's design is coherent and smart. Its shape seems to have sprouted upwards from that of the related 2 supermini like a well-watered rose bush, and yet the car, which shares the 2's 2570mm wheelbase, doesn't spread out to cover much more ground. The 40mm difference in ride height, however, produces a more substantial presence and offers Mazda's designers a larger canvas onto which they can apply →

WE DON'T LIKE Uncharacteristically stodgy handling ■ High showroom prices ■ Cabin should be roomier



● The pillars are a contrasting black no matter which trim level you go for (for a floating roof look); privacy glass is added on SE-L and above.



● The interaction between the high shoulder line and the line flowing from the bonnet past the A-pillars is, we're told, at the heart of Mazda's Kodo design language. Seat does something similar.



● Mazda is fond of keeping the numberplate off the tailgate, as here. The claim is that it emphasises the design's tidiness and the CX-3's short overhang. It conceals the boot release button, too.



● Twin tailpipes for the CX-3, doubling the number you'll find on the Mazda 2. The petrol engine gets a 4-2-1 exhaust system to assist with combustion efficiency, still with two tailpipes.



● Switchgear is plain but feels solid. As with the plastics elsewhere, they might be more attractive if they weren't black.



● The instruments are a little over-stylised for our liking. Digital rev counter in particular is small and quite hard to read, while the digital fuel gauge is imprecise.



● Circular air vents, with their gloss black and red trim, are the most expressive styling features of the whole interior.



MULTIMEDIA SYSTEM

Mazda deserves credit for two things here: first, fitting a 7.0in colour touchscreen multimedia system as standard on a sub-£18k car, and second, making the set-up so flexible. Some of us like touchscreen interfaces, while some prefer using rotary input devices in a moving car. With this system, you can do either.

The standard system features six speakers, a DAB tuner, two USB inputs and Bluetooth media streaming, while Sport Nav trim gets an extra audio speaker and more amplification power from a Bose premium sound system.

However, the lesser of the two systems sounds decently crisp and punchy, although the Bluetooth streaming connection it establishes with your smartphone can be patchy, making your music skip at times. The system also relies on your data connection to access internet radio via the Aha and Stitcher apps, which need to be downloaded to your phone. Coverage is also only as good as your phone signal.

'Premium Connected Services', including live traffic and weather information, local fuel prices and a local area Google search, are offered as part of a subscription service.

◀ the intricate creases and surfaces of the Kodo theme.

Mazda insists that the CX-3's underbody, with a 29% ultra-high-tensile steel content, has the same torsional rigidity as that of a Mazda 3 hatch. The suspension – MacPherson struts and a rear twist beam – is largely carried over from the 2, albeit in overhauled form. Having created higher roll centres for each axle, the engineers fitted firmer bushes and retuned the spring/damper settings to suit. The steering, too, has been adapted, with a beefed-up electric power assistance motor and a 7% slower ratio than the 2 to better suit its size and higher centre of gravity.

Our test car was a front-driver, but all-wheel-drive variants retain the torsion beam rear suspension, adapting it to make room for the rear differential. The rear diff itself is smaller than the one used in larger four-wheel-drive Mazdas and helps to make the CX-3's adaptive, torque-splitting drivetrain 20% lighter than that of the CX-5.

In petrol format, the AWD system is mated exclusively to the 148bhp 2.0-litre engine. This is available only with Mazda's six-speed manual gearbox, while the lower-powered 118bhp front-drive version can also

be had with a conventional auto 'box.

Nevertheless, the 1.5-litre Skyactiv-D of our test car is at least as interesting, since it has been mildly fettled for use in the crossover. Peak torque, available from 1600rpm, has been increased from 184lb ft to 199lb ft via a revised turbocharger to improve the heavier crossover's in-gear response. The four-cylinder unit retains an uncharacteristically low 14.8:1 compression ratio. This makes for a cooler and more diffuse kind of combustion than the diesel norm and is the chief reason why the CX-3 emits just 105g/km of CO₂. The oil-burner can also be had in conjunction with the AWD system, although CO₂ leap to 123g/km for the manual version and 136g/km for the range-topping auto.

INTERIOR



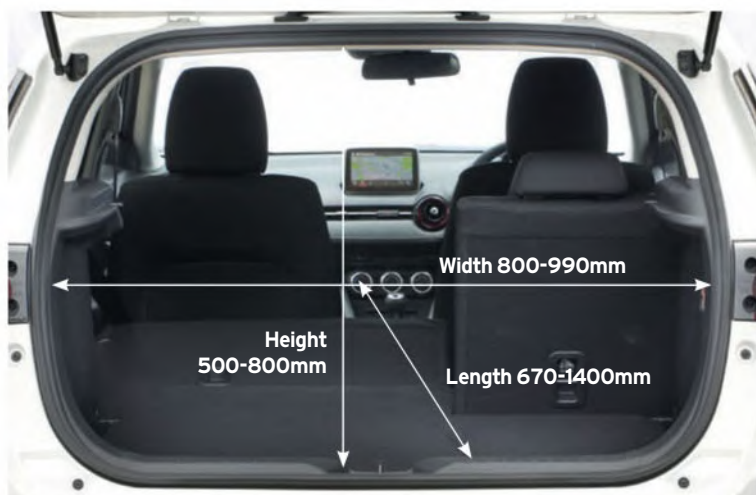
Since they're sufficiently fresh to be in the same road test notepad, we'll start by comparing how much more cabin space the CX-3 provides than the 2. If you imagine that it won't be much, given that they share the same platform and wheelbase, then you're only partly right. →



● The front seats are good and the driving position is sound. Head and leg room are better than in a supermini but not outstanding for a crossover.

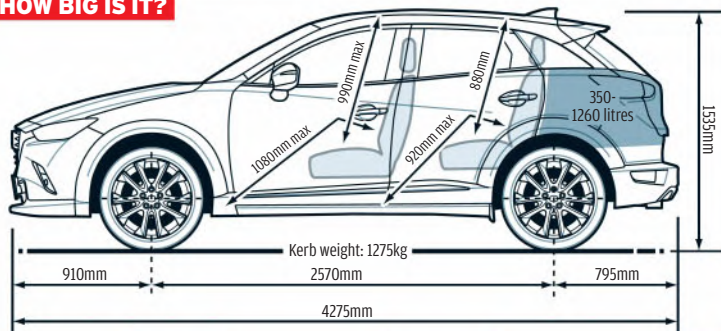


● You get slightly better rear leg room than in a Mazda 2 but very little improvement in head room. Adult passengers are much better off elsewhere.



● The CX-3's 350-litre boot (with the rear seatbacks raised) isn't the widest in the class, but it's quite deep. The false floor makes it easier to load.

HOW BIG IS IT?



VISIBILITY

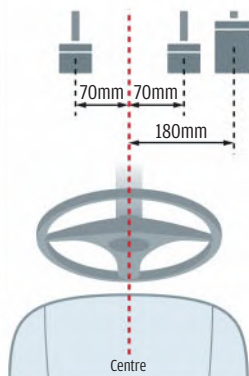
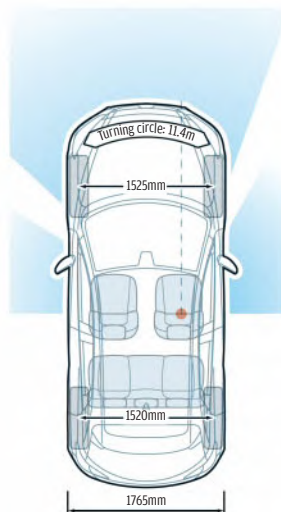
Driving position is only pseudo-SUV, so the view out could be better. Modest pillars and largely unobstructed view rearwards are both good news, though.

HEADLIGHTS

Standard halogens are adequate but unremarkable. Sport and Sport Nav models get an adaptive LED/bi-xenon combination with self-levelling.

WHEEL AND PEDAL ALIGNMENT

Clutch and brake pedals equidistant from the seat's centre line sounds ideal but actually makes for a slight right-sided offset. Steering column adjusts for both rake and reach.



The CX-3's higher hip point grants front passengers 20mm more leg room as a maximum and 30mm more to a rear-seat passenger. Front head room is boosted by a similar margin. It doesn't look like much – and it doesn't make the CX-3 noteworthy for spaciousness among its peers. The Yeti and Vauxhall Mokka offer considerably more room and will make an adult sitting in the rear considerably more comfortable.

Boot space is a better strong suit for the CX-3, however, and may well matter more to compact crossover buyers than having room for a larger adult in the second row. The load bay is 100mm longer than the 2's and also beats a Mokka's on both under-shelf and overall loading height. A false floor – included as standard – contributes to the latter advantage.

The CX-3's fascia benefits from the same ritzy touches that higher-end versions of the 2 impressed us with, such as the stippled chrome climate control knobs and leather-look insert

just below vent level. Mazda's 7.0in colour touchscreen multimedia system (standard across the range) is another impressive highlight. But there are low points, too, such as hard, shiny plastics where rivals use tactile slush mouldings and small, hard-to-read monochrome digital instruments occupying spaces large enough for clearer analogue dials.

The front seats are comfortable and the driving position is decent, thanks mostly to a widely adjustable steering column. Big cupholders and door pockets and a good-size glovebox offer all the oddment storage you're likely to need.

And so, besides a bit more passenger space and some more tactile plastics in places, all the CX-3's cabin otherwise lacks is some lightness or colour. As it normally does, Mazda has concluded that darker is better for the car's internal appointments. Top-level Sport Nav cars get some extra red seat piping and a pair of dark red soft-touch

kneepads to lift the ambience, but you'd have to option up stone-coloured half-leather trim (a fairly pricey addition, at £800, on an already expensive car) to tellingly alleviate the sombre interior feel.

PERFORMANCE



Mazda's relatively low-compression, big-boosting 1.5-litre turbodiesel engine gives the CX-3 some predictable mechanical character traits – and some less predictable ones. The motor starts and stops without much clatter or shake, but you wouldn't call it quiet at idle or at low revs. Under load at higher speeds, there is perhaps some advantage for the car on mechanical refinement – but it's a marginal gain.

Throttle response is, as you might expect, a bit softer than the modern turbodiesel norm. Long gearing exacerbates the problem, but even

so it's a condition that only really affects the CX-3 when trying to pull low revs in the higher gears – and then only for a second or so.

When it's knuckling down, the car performs strongly. A 0-60mph time of 10.3sec is creditable and gives the car a lead of about a second on most of the class. The powerplant is nicely flexible, too, making the CX-3 more than half a second faster from 30-70mph in fourth gear than the Peugeot 2008 e-HDi 115 we tested in 2013. Although the Mazda's peak power is made at 4000rpm, the engine is willing to rev beyond 5000rpm on the tachometer and doesn't get too breathless when asked to do it.

The car's pedal weights are substantial but well matched and its manual gearchange has a deliberate, positive, taut-feeling shift quality. It doesn't always like to be rushed through the gate, but it always lets you know when you've engaged the cog you're aiming for.

Grip levels for the CX-3 diesel fall

TRACK NOTES

The CX-3 can be hustled around the hill route as quickly as most cars of its type, but it's no keener-handling or more fun to drive here than the average high-rise supermini. And after the fine-handling Mazda 2, that's a particular shame.

Better at containing body roll than vertical body movement, the car's chassis keeps its body quite upright until it begins to run out of grip at the front wheels – which it does without much provocation. With cornering load in the mix, the tyres struggle to transmit much torque to the road, making for scrabbling exits to corners with the DSC switched out but much tidier ones with the systems active.

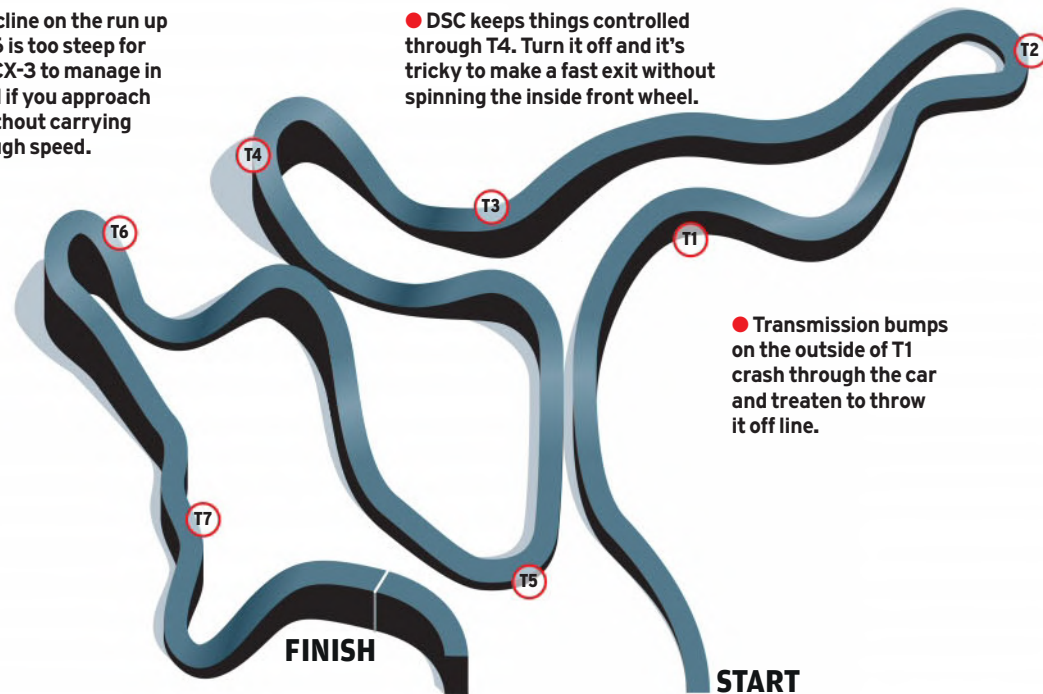
The stability control does a good job of maximising what grip the tyres can generate and works subtly and effectively to keep the car on line.

The smoothness of the hill route's surface isn't the best test of vertical body control, but the CX-3's lack of shock absorption is nonetheless exposed by the transmission bumps, which bang through hard enough to disturb grip levels and potentially corrupt handling stability.

● Incline on the run up to T6 is too steep for the CX-3 to manage in third if you approach it without carrying enough speed.

● DSC keeps things controlled through T4. Turn it off and it's tricky to make a fast exit without spinning the inside front wheel.

● Transmission bumps on the outside of T1 crash through the car and threaten to throw it off line.



ACCELERATION 20deg C, dry

Mazda CX-3 1.5 Skyactiv-D SE-L Nav

Standing quarter mile 17.7sec at 78.9mph, standing km 32.6sec at 98.3mph, 30-70mph 10.3sec, 30-70mph in fourth 11.8sec

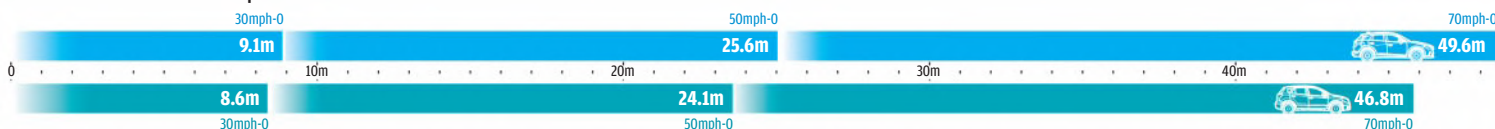


Suzuki SX4 S-Cross 1.6 DDIS

Standing quarter mile 17.9sec at 79.3mph, standing km 32.6sec at 100.9mph, 30-70mph 10.1sec, 30-70mph in fourth 11.8sec



BRAKING 60-0mph: 2.72sec



CX-3 suffers from a restless ride, and diesel model is short on grip



It's worth noting that the petrol CX-3 is a much better-handling, better-resolved car than this diesel model

a little bit victim to Mazda's decision to equip it with a different set of tyres than the petrol models. The former, fitted with Dunlop Enasave tyres, required almost 50 metres to stop from 70mph – and from a 1.2-tonne car in warm, dry conditions, we'd expect better. Our petrol CX-3 long-term test car, also on 16in rims, comes on Bridgestone Turanza rubber – and, as you're about to read, it grips and stops notably harder.

RIDE AND HANDLING

★★★★☆

Having done a fine job on the handling of both the 2 and 3 hatches, which share the same platform as our test subject, Mazda gave us high hopes for the dynamic abilities of the CX-3. It would be an overstatement to record that those hopes were dashed, but they were certainly well battered. It's equally true that while compact crossover buyers as a breed may not place agile, engaging handling high on a list of must-haves for their prospective school-run transport, those choosing a Mazda would perhaps be more likely to.

Those buyers, however, will find a car that only just about passes muster here and is without the tautness of body control and weighty consistency of steering response that normally characterises Mazda's offerings.

The caveat is that by 'here', we mean in the CX-3 diesel specifically. It is worth noting that the 2.0-litre petrol equivalent, which we also had the opportunity to drive in parallel with our test subject, is a much better-handling, better-riding and generally better-resolved car. It's quite unusual to find such a disparity between differently engined derivatives of the same model in 2015 – and to the best of our knowledge, Mazda has been no more guilty of such dynamic inconsistency over the years than anyone. But from a car maker with what is otherwise such an impressive dynamic CV, it's worrying to say the least.

In outright terms, the CX-3 has a moderate but consistent hold on the road and goes broadly where it's pointed, but its chief disappointments are the changeability of its steering weight and the stodgy restlessness of its primary ride. The car's cornering

balance isn't brilliant, either, but those Dunlop tyres don't really grip hard enough to give the car's lateral body control much of a stern test in any case.

Instead, it's over bumps and crests that the car betrays itself. After a disturbance, the body pogo's over its front wheels – gently enough, to be fair, but in a drawn-out fashion. Sharpen the profile of the bumps you're crossing and the CX-3's suspension turns quite crude in its action, thumping away underneath the car noisily. Put simply, this car is plainly underdamped.

Meanwhile, where we're used to fairly incisive and fluent steering from Mazda, we get a system in the CX-3 that lacks the usual feedback levels and varies unhelpfully in weight as you feed off lock.

BUYING AND OWNING

★★★★☆

The CX-3 is available in five grades, from SE to Sport Nav, but any way you cut it, this is an expensive car.

An entry-level 2.0-litre petrol model starts at £17,595 and comes

with 16in alloys, air-con, electric windows, DAB, cruise control and a 7.0in infotainment screen. But that doesn't plaster over the fact that the cheapest Renault Captur is under £15k and a Nissan Juke under £16k. Even the Skoda Yeti, an altogether larger car, is available for around £500 less in similar petrol form.

Our diesel SE-L Nav adds rear parking sensors, climate control, heated front seats and the integrated nav for its £20,995 price, but a similarly equipped Yeti SE works out marginally cheaper, while a range-topping Captur costs £200 less.

Our experts suggest that the CX-3's residual values will be competitive but not outstanding, so unless Mazda subsidises them, PCP deals on the car aren't likely to make it much more affordable to private buyers.

The CX-3 oil-burner's fuel economy looks admirable but not exemplary on paper, at a claimed 70.6mpg combined. Our True MPG testers recorded a more impressive 58.6mpg average for the car in real-world testing. That's better than the like-for-like return we produced from the equivalent diesel-powered Juke, Yeti, Captur and 2008. →

MAZDA CX-3 1.5 SKYACTIV-D SE-L NAV

On-the-road price	£20,995
Price as tested	£21,535
Value after 3yrs/36k miles	£9450
Contract hire pcm	£336.27
Cost per mile	44.2p
Insurance/typical quote	14E/£479

EQUIPMENT CHECKLIST

16in alloy wheels	■
Front LED foglights	■
Rear parking sensors	■
Automatic headlights and wipers	■
Privacy glass	■
Heated front seats	■
Automatic climate control	■
7.0in colour touchscreen multimedia system (inc USB, aux-in and Bluetooth media streaming, AM/FM/DAB tuner and Mazda navigation)	■
Smart City Brake Support	■
Lane departure warning system	■
Front, side, front and rear curtain airbags	■
Isofix childseat anchorages (outer rear seats only)	■
Cruise control (with speed limiter)	■
'Crystal White' pearlescent paint	■
Options in bold fitted to test car	■
■ = Standard na = not available	

RANGE AT A GLANCE

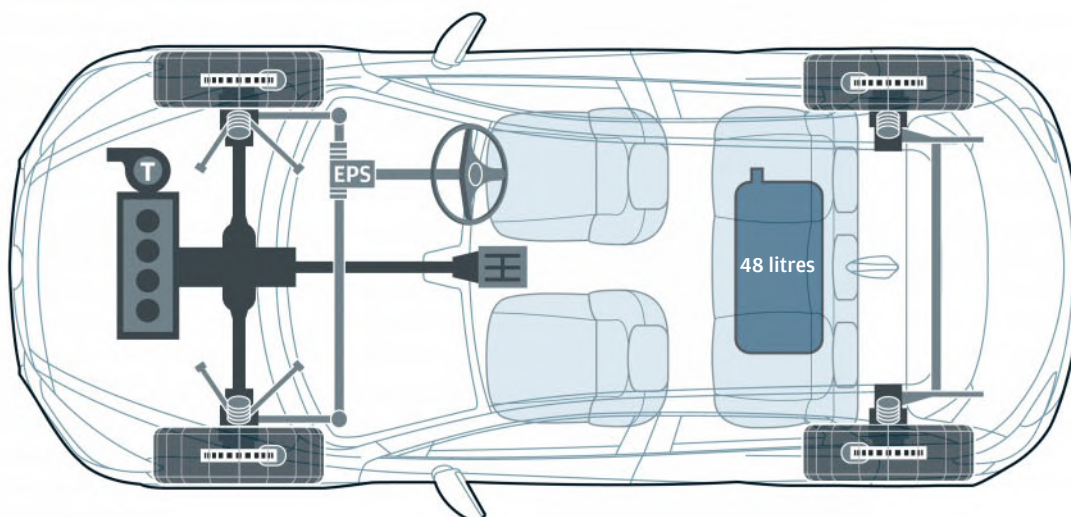
ENGINES	POWER	FROM
2.0 2WD SE	118bhp	£17,595
2.0 AWD Sport Nav	148bhp	£22,495
1.5d 2WD SE	104bhp	£18,995
1.5d AWD Sport Nav	104bhp	£23,395

TRANSMISSIONS

6-spd manual	■
6-spd automatic	£1200
(£1300 on 1.5d AWD; not available on 1.5d 2WD or 2.0 AWD)	

TECHNICAL LAYOUT

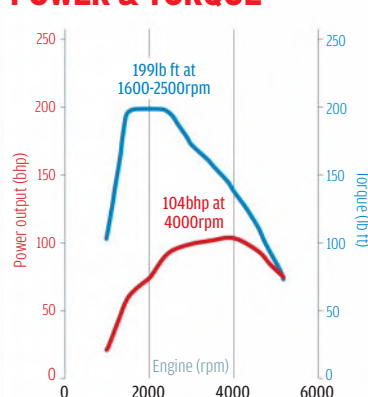
Mazda's Skyactiv small car platform is adapted here for a crossover application. The CX-3's all-steel monocoque underbody locates the engine transversely up front, with suspension via front struts and a rear torsion beam. All-wheel-drive versions get an adapted beam axle set-up where some rivals feature all-independent suspension.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1499cc, turbodiesel
Made of	Aluminium block and head
Bore/stroke	76.0mm/82.6mm
Compression ratio	14.8:1
Valve gear	4 per cyl
Power	104bhp at 4000rpm
Torque	199lb ft at 1600-2500rpm
Redline	5500rpm
Power to weight	82bhp per tonne
Torque to weight	156lb ft per tonne
Specific output	69bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1275/1217kg
Drag coefficient	na
Wheels	7Jx16in
Tyres	215/60 R16 95V, Dunlop Enasave EC300+
Spare	Mobility kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.70/5.5 2nd 1.95/10.4 3rd 1.30/15.5 4th 0.92/22.0 5th 0.72/28.1 6th 0.58/34.8
Final drive ratio	3.85:1

ECONOMY

TEST (TRUE MPG)	Urban	57.5mpg
	Extra-urban	59.6mpg
	Average	58.6mpg
CLAIMED	Urban	64.2mpg
	Extra-urban	74.3mpg
	Combined	70.6mpg
	Tank size	48 litres
	Test range	619 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion beam, coil springs

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.6
Turning circle	11.4m

BRAKES

Front	295mm ventilated discs
Rear	281mm ventilated discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Idle	44dB
Max revs in 3rd gear	74dB
30mph	60dB
50mph	64dB
70mph	67dB

SAFETY

ABS, DSC, EBD, Brake Assist, Smart City Brake Support crash mitigation	
EuroNCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	105g/km
Tax at 20/40% pcm	£66/£133

ACCELERATION

MPH	TIME (sec)
0-30	3.4
0-40	5.0
0-50	7.6
0-60	10.3
0-70	13.7
0-80	18.3
0-90	24.5
0-100	34.7
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

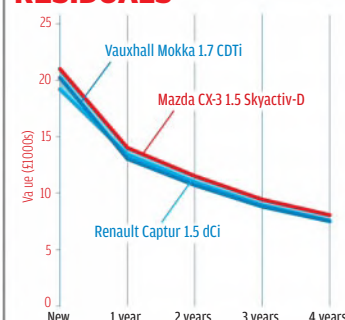
MPH	2nd	3rd	4th	5th	6th
20-40	3.0	4.2	7.8	14.4	-
30-50	4.0	4.1	5.4	8.7	17.4
40-60	-	4.9	5.5	7.2	11.5
50-70	-	6.4	6.4	7.6	10.3
60-80	-	10.3	8.0	8.5	11.5
70-90	-	-	10.6	11.3	13.1
80-100	-	-	16.6	15.9	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR

30mph	85mph	110mph
5500rpm	5500rpm	3920rpm
1	3	5
2	4	6
57mph	110mph	110mph*
5500rpm	5008rpm	3157rpm
		*claimed

RPM in 6th at 70/80mph = 2009/2296

RESIDUALS



● Moderately strong showing on retained value splits Vauxhall and Renault rivals in percentage terms.

THE SMALL PRINT Power-to-weight and torque-to-weight figures calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the CX-3, contact Mazda Motors UK Limited, Customer Relations Centre, Riverbridge House, Anchor Boulevard, Dartford, Kent DA2 6SL (03457 484848, mazda.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322886).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Mazda CX-3

AUTOCAR VERDICT ★★★★★

A concerning dip in form from Mazda: pacey but pricey and lacking poise



Among the profusion of supermini-sized pseudo-SUVs vying for your money, launching one that isn't either very good, very desirable, very practical, very different or very cheap is becoming a bad idea. That, in a nutshell, is what Mazda has done with the CX-3. Now is the time to launch a car such as this, without a shadow of doubt, but no longer will any car do.

Every rival in our top five has a more powerful selling point than the CX-3, be it value, space, design appeal, usefulness, unlikely dynamism or, in some cases, a mix of several of the above.

The hook we were expecting from Mazda has failed to materialise. Broadly speaking, the CX-3 handles as well as plenty of rivals, from a Citroën C4 Cactus to a Mini Countryman. But, in diesel form at least, it's well below par for what ought to be one of the class's more polished dynamic efforts. Strong performance and economy goes some way to compensate, but not far enough for us. For others, the car's undistinguished practicality and ambitious price may be the real letdowns.

No 5226

TESTERS' NOTES



MATT SAUNDERS
It's curious to have three circular

'feature' air vents and one hidden one, but if anything it's a shame that's the only curiosity on the car. Mazda could have really gone after the Juke with the CX-3. It's an opportunity missed, if you ask me.



NIC CACKETT
Carbonfibre-effect cabin trim can be

really attractive done well, but I'm not sure it belongs anywhere on a crossover. For that matter, I'm not sure Mazda does it particularly well, either.

SPEC ADVICE

As elsewhere in the Mazda line-up, SE-L Nav, our test car's trim level, probably represents the best deal. The £600 fee for sat-nav is at the politer end of daylight robbery, and not choosing it will mean you're disadvantaged at resale time. The only other option is metallic paint.

JOB FOR THE FACELIFT

- Sort out the damping.
- Sort out the steering.
- Find a way to take a four-figure sum out of the list price.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	SKODA Yeti 2.0 TDI 110 SE	RENAULT Captur dCi 110 Dyn S'Nav	NISSAN Juke 1.5 dCi Acenta Premium	SUZUKI Vitara 1.6 DDiS SZ-T	DACIA Duster dCi 110 Laureate Prime
Price	£19,850	£19,195	£18,425	£16,999	£13,995
Power	108bhp at 4000rpm	108bhp at 4000rpm	108bhp at 4000rpm	118bhp at 3750rpm	108bhp at 4000rpm
Torque	184lb ft at 1500-3000rpm	192lb ft at 1750rpm	192lb ft at 1750rpm	236lb ft at 1750rpm	177lb ft at 1750rpm
0-60mph	11.7sec (claimed, to 62mph)	11.0sec (claimed, to 62mph)	11.2sec (claimed, to 62mph)	11.5sec (claimed, to 62mph)	11.8sec (claimed, to 62mph)
Top speed (claimed)	112mph	109mph	109mph	112mph	106mph
Fuel economy (combined)	62.8mpg	76.3mpg	70.6mpg	70.6mpg	56.5mpg
Kerb weight (claimed)	1452kg	1190kg	1305kg	1230kg	1205kg
CO ₂ /tax band	118g/km, 21%	98g/km, 17%	104g/km, 18%	106g/km, 19%	130g/km, 24%

Verdicts on every new car, p72

Long-serving class champ is spacious, rugged, characterful and nice to drive. Complete.

★★★★★

Cleverly packages style, value, good handling and low running costs.

★★★★★

Esoteric design and zesty handling win Juke a ranking berth. Not practical, though.

★★★★★

Plenty of bang for your buck here. Usable, frugal, decent looking and very well priced.

★★★★★

The value champ. Fully loaded, it costs 33% less than a CX-3. Rough and ready, though.

★★★★★

LETTER OF THE WEEK

EVs are the way to go

As someone who drives a Nissan Leaf regularly, I regard the progressive improvement and electrification of cars as a fabulous thing.

The Leaf is excellent family transport, especially in town. Everybody who has driven it says the pick-up from rest is incredible. They also comment on how swift it is to respond at almost any speed and how easy it is to imagine that performance versions of electric cars could well be spectacular.

As time goes on, the range will improve and batteries will become even more impressive. I suggest people take the chance to drive an electric car. As soon as the range is improved, there will be very little to recommend any fossil-fuelled car.

Paul Stewart
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

MINISTRY OF THE INTERIOR

In your 1 July issue, I think you mixed up the interior photos of the Hyundai Tucson and Audi Q7. In the Tucson, you show a dashboard with a well-integrated infotainment screen, whereas in the Q7, you show a sat-nav slapped on top of the dashboard as if it were an afterthought.

In the same issue's super-saloon comparison, the interior photo of the Vauxhall shines over the two German premium brands for the same reason.

D Johnson
via email

FUEL MY RAGE

Loyal readers deserve an explanation as to why you had the old Ford-engined Jaguar XE 2.0 200 in your road test (Autocar, 1 July). Surely, even the V6 S model will sell more than this variant.

Richard Seddon
Ormskirk

Driving impressions of the diesel variant were embargoed until after the 1 July issue went to print, Richard, and we didn't wish to wait before road testing the XE. But we published a long drive in the diesel version last week and have a comparison test this week on p40 – MB

ACTION APLENTY

My increasing boredom with Formula 1 has been fuelled by the fact that I have started watching Indycar again this year. The double-header in Detroit was brilliant, followed by an epic 500-mile oval race with wheel-to-wheel action and 80 lead changes. F1 lacks the danger and action that Indycar delivers.

Alex Porter
via email

It's a fine line, Alex. Agreed, there needs to be an element of risk, but I felt the five-abreast-at-200mph Indycar race was too dangerous – MB



How will the volume-selling Giulias look?

off the purchase price and it costs me just £105 a month in company car tax because it is classed as a van.

Yes, it takes a bit longer to park at the supermarket and isn't as smooth a ride as a German exec, but against a similar-spec BMW 520d that would cost me at least £250 a month, I should say it makes perfect sense.

Rob Turner
Buxton

PICK UP A PICK-UP

James Ruppert asks if pick-ups ever make sense unless you are a builder or estate worker (Deals, 1 July).

I am a company car driver, I have three kids, two large dogs and five bikes and my Nissan Navara Outlaw copes brilliantly. It has 228bhp, a seven-speed automatic transmission, four-wheel drive and more toys as standard than many a new executive car has.

My company can claim the VAT back

SMITTEN BY THE ALFA 156

Matt Prior recalls receiving a print of the new Alfa Romeo 156 in 1997 and uttering the words: "Good grief, I wanted it to be good" (Tester's Notes, 1 July).

I had treated myself to a trip to the Frankfurt show that year. I hadn't picked up on news of the new Alfa in my pre-show reading, so the impact of seeing it on the stand was even more stunning.

I approached it through an area of

AUTOCAR

What you're saying on autocar.co.uk

Adrian Newey to develop Aston hypercar

Genius doesn't happen by focusing on legacy. If he wants to do something impressive, Newey has to bring the same inquiry he used as an F1 designer.

Scrap

He's at least as talented as Gordon Murray, and that road car project didn't exactly go badly. I think it's a great idea so long as he has a completely free hand. I can't wait to see how



different it will be from the McLaren P1.
jmd67

A Newey road car has got to be brilliant but

give him carte blanche to run the project without interference.

Chris C

Great: another hypercar. Can someone just build a family car with a great ride?

275not599

A family car with excellent road manners is all we ask: light, frugal, nippy, room for five, 500-litre boot.

AHA1





Indycar delivers the "danger and action" that's missing from F1

fairly subdued lighting and then saw the light blue metallic 156 brilliantly lit in pride of place. Wow! Not many four-door family saloons have done that for me over the years. The thing was that it was a middle-of-the-range version with normal-sized wheels and no dressing up.

The new Giulia looks good in photos and the launch video, but it's the super-performance model. I wonder if the volume model will deliver a wow factor like the 156 did. I'm willing to be wowed.

Rodger Williams
Ringwood

ACTIVE DEFENCE

Nik Crosthwaite (Your Views, 1 July) doesn't understand the point of the BMW 2-Series Active Tourer because it doesn't have four-wheel-drive or seven seats. Would he say the same about the Nissan Qashqai?

Plenty of people have seen the point

of the Qashqai, and you report in the same issue that the Active Tourer is now BMW's third best-seller in the UK. Actually, it can be had with four-wheel drive and the seven-seat Gran Tourer will soon be available.

As my wife and I get nearer in age to 70 than 60, after three much-loved Skoda Octavia vRS estates, we would like something a little higher off the ground but with more petrol-powered zing than the Qashqai.

So the Active Tourer (good car, silly name) will be on my shortlist, and it's clearly on a lot of other people's as well.

David Duval
Gillingham, Dorset

A POOR RETURN

I'm surprised the AA or the RAC haven't mounted a legal challenge against the DVLA for its new method of calculating road tax when cars change hands.

The DVLA must have one of the most sophisticated computers on the planet, so why can't it calculate road tax on a daily basis and issue charges and refunds accordingly? This practice is unfair and should be illegal.

Stuart Cox
via email

MINI'S MARVEL

It was great to read that the lovely Mini Superleggera concept may be moving closer towards production (News, 8 July), although another four years seems to be an awfully long time to wait.

I have to wonder, though, why some in BMW management are sniffily derisive of the outgoing Mini Roadster, a car which their company developed, built and sold. In my experience, you don't insult the intelligence of the customers who bought your outgoing model if you would like them to buy the next one.

John Miles
via email



Navara pick-up makes a sensible company car for Rob

NEXT WEEK

Inside the magazine – on sale 29 July

FEATURE DRIVE



Koenigsegg One:1 We hit 200mph in Sweden's £1.79m, 1160bhp masterpiece



FIRST DRIVE

Kia Sportage
First impressions of the new Nissan Qashqai/Honda CR-V rival



ROAD TEST

Mercedes-AMG GT
Does the dramatic coupé's old-school ethic excite our experts?

INSIGHT



LaFerrari FXX K examined Under the skin of Maranello's track-focused hypercar

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	BMW M4	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV
									
Barnaby Jones	Stan Papior	John Bradshaw	Dan Trent	Lewis Kingston	Steve Cropley	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway



BMW M4

FIRST REPORT M division's new high-performance coupé has a lot to live up to. We're about to find out if it can deliver the magic of its illustrious forebears in everyday UK use

Before we go anywhere in our new long-term BMW M4, we need to address the name. I can only imagine the howls of dismay at M division's Garching HQ when their bosses at what they touchingly refer to as the 'passenger car' mothership rebranded the two-door 3 Series as the 4 Series. It probably seemed a logical way to introduce a 'new' product line to an ever-expanding range. But had they considered the implications for their colleagues in the M performance arm?

To many, the M3 is the definitive M car and traditionally derived from the two-door 3 Series of the day. There have been saloon versions along the way, but the coupé has been the heart and soul of this famous performance car lineage for four generations. Today, the

M3 badge lives on as a saloon, but 'M4' has yet to acquire the same mystique. And we haven't even mentioned the turbochargers yet.

If the rebranding wasn't enough to contend with, enthusiasts have been further tested by the adoption of forced induction and the loss of a couple of cylinders from the high-revving V8 of the previous M3. At 3.0 litres, it's also a litre smaller than the V8, and there were initial fears that it would lose the characteristic high-revving, motorsport-bred feel that has been much admired by M enthusiasts.

The M4 gets off to a strong start, though. First up, it looks fabulous. The Austin Yellow of our test car can't be described as shy or retiring, but it shows off the M4's muscular looks to great

effect and could never be mistaken for an M Sport-equipped 'civilian' 4 Series.

So it looks the part, and with 425bhp and 406lb ft, it more than addresses any feared performance deficit compared with the old 414bhp V8. That engine may have revved to the sky, but it could manage only 295lb ft, and even then only once it had 3900rpm on the dial. This new engine gives you the lot from 1850rpm but still loves to rev.

It's also significantly more efficient, achieving 34mpg on the combined fuel economy cycle and emitting 194g/km of CO₂ when fitted with the optional seven-speed M DCT dual-clutch automatic gearbox, as our car is. A six-speed manual gearbox is standard, but it makes the car a couple of tenths slower to 62mph, is a tad thirstier and

produces 204g/km. To put that in context, the V8's combined economy figure was 25.2mpg (although you'd be lucky to get near that) and the CO₂ emissions were 290g/km.

The engine is packed with technical delight, but we'll return to that at a later date, because first we need to consider the price. If £57,055 sounds reasonable for this level of performance, things can escalate rapidly if you start adding options. First is that £2645 M DCT gearbox, which BMW expects 85% of buyers to go for. Given the CO₂ and fuel economy advantages and the way it completes the formidable package of engine, chassis and control systems, it's a no-brainer, in our opinion.

Previous experience of the manual M4 confirms that, too. Sure, it has some

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VOLVO
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Mel Falconer



Andrew Frankel



John McIlroy



Steve Cropley



Matt Prior



Matthew Burrow



Mark Tishaw



Tom Webster



Matt Burt



Steve Cropley



Allan Muir



Hilton Holloway



Austin Yellow paint brings out the car's muscular contours



M carbon-ceramic brakes are a £6250 option



Adaptive LED headlights are a £1600 option here



Dan approaches the M4 with mixed experiences of it

If you're going to choose only one option, make it the dual-clutch automatic gearbox

additional purist credibility but, like many BMW manuals, it's rubbery to use and you quickly realise that the entire powertrain has been optimised for the automatic. So if you're going to choose only one option, make it the M DCT.

You might pause for thought at £6250 for the M carbon-ceramic brakes, though. They look blingy and finally deliver the track-style stopping power underbraked M3s have traditionally lacked – but at some cost.

The next most expensive option on our car is the £1600 adaptive LED headlights. They've yet to prove

their worth with these light summer evenings, but experience shows BMW's active lights are among the best in the business and more than just a gimmick.

The rest of our M4's options – and there are a lot of them – run the risk of being called just that, though, so it'll be interesting to see if they prove their worth over time. An extra £140 for a sliding front armrest and £155 for 'extended storage', anyone? We've also got an M head-up display (£825), Harman Kardon surround sound (£675) and an Advanced Parking Package (£545). You can see the full list below,

but brace yourself for the bottom line: a grand total of £73,870 on the road.

So this car has a huge amount of expectation to live up to – and a fairly burly price, too. Dressed to impress or not, the M4 has some work to do.

Having driven the car on its launch and subsequently here in the UK, I've a reasonable idea of what to expect. On the dry Portuguese roads where I drove it first, it seemed epic: massively

fast and very clever at exploiting the calibration of the active differential and stability control systems to let you enjoy that engine to the full. On wetter roads in the UK, it felt rather different and, frankly, a bit of a handful. So it'll be interesting to see whether, over an extended test, the M4 has the all-round ability to satisfy as a daily driver as well as something special.

dan.trent@haymarket.com

BMW M4 Coupé

Price £57,055 **Price as tested** £73,870 **Options** M carbon-ceramic brakes £6250, M DCT £2645, adaptive LED headlights £1600, full merino leather £1330, M head-up display £825, Harman Kardon surround sound £675, Advanced Parking Package £545, Surround View £500, lane changing warning system £440, carbonfibre interior trim £395, Driving Assistant £370, sun protection glass £265, speed limit display £220, Online Entertainment £190, black-finished wheels £175, extended storage £155, sliding front armrest £140, internet £95 **Economy** 29.5mpg **Faults** None **Expenses** None

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Porsche Panamera

Mileage | 5126 Our eco-focused plug-in hybrid Porsche is still managing to impress us with the depth of its engineering

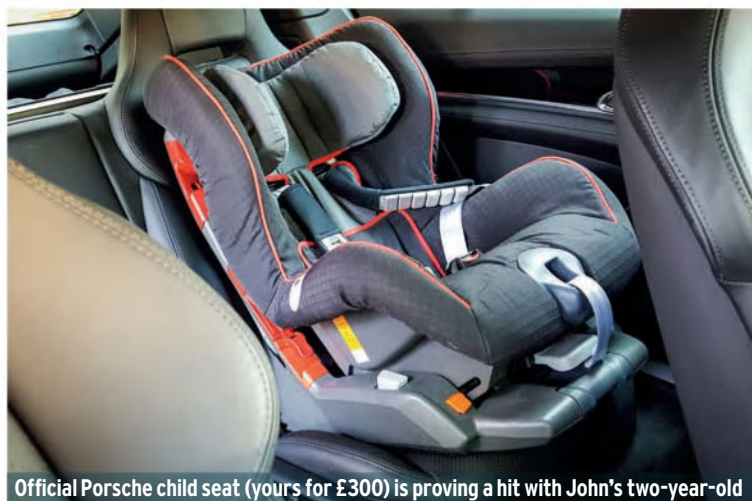
It's a very different type of Porsche, the Panamera S E-Hybrid. And yet, somehow, it still manages to live up to the brand's values. Now, any of Autocar's road testers will tell you that a 2.5-tonne, five-metre-long behemoth is about as far as you can get from a Cayman GT4 – and in so many ways they're right. But where the Panamera does score is its technical flair – in this case, the intricacy of the hybrid powertrain more than Porsche's usual engineering in the name of pure performance.

Editor-in-chief Steve Cropley borrowed the E-Hybrid for a weekend recently and his summary was succinct and deadly accurate: "I love the consistent feeling of deliberateness and precision about every pedal, lever and switch," he said. My appreciation goes even further: I love the way the Panamera manages to be a hybrid in a matter-of-fact way.

As I cruise down the M3 most evenings, the only thing that points to the sophisticated powertrain underneath is the way the rev counter flicks up and down, depending on the speed of traffic or the gradient of the road. It's hard to believe that a 3.0-litre



Tyre roar is severe at motorway speeds



Official Porsche child seat (yours for £300) is proving a hit with John's two-year-old



Defaulting to EV mode isn't always ideal



One of the few reminders that it's a hybrid

supercharged V6 petrol engine can start and stop so smoothly, but the Panamera achieves it. It is hard to detect it happening when you're above 50mph.

Of course, you can delve into the hybrid system's intricacies if you want. There are at least a couple of screens of the car's multimedia system devoted to what's happening battery-wise. For the most part, though, it's seamless – anonymous, even – if you want it to be.

There is one exception to this, though: the Porsche's habit of starting in pure-electric mode every time. In theory, it's great to glide away in silence, but it's too easy to forget that you're nuking the batteries as soon as you get out onto anything approaching an open road. My preferred mode is neither E-Power nor E-Charge, where the engine is used more often to top up

the batteries. It's somewhere between the two (let's call it Normal). But I have to remember to deselect E-Power every time I drive off – and I wish the Panamera could be a bit cleverer than that.

I wish it were a little quieter on the move, too, although that's not down to electric motor whine or even the combustion engine. It's our car's optional 20in wheels. Not only are they a millstone round your neck every time you park by a kerb, but they also produce a huge amount of tyre roar on the sort of open, coarse asphalt that's used on many UK motorways. If I had to choose again, I'd be tempted to keep the E-Hybrid on standard 18s.

On a more practical note, I've turned to the Porsche accessories list to get a child seat that really works in the back of the Panamera. I normally wouldn't

bother with the official kit, but our family's Group 1 seat is a complex rear-facing affair, and when it slotted into the Porsche's Isofix points at the base of the deep-bucketed rear seats, my son ended up hanging in the belts.

Enter the Porsche Techquipment seat – a front-facing affair that looks like a rebadged Britax but costs a cool £300. Still, it fits a treat and my two-year-old seems pretty comfortable. Better still, the road noise doesn't seem to affect his ability to sleep on longer journeys (thank goodness).

john.mcilroy@haymarket.com

Porsche Panamera S E-Hybrid

Price £84,401 **Price as tested** £97,498

Economy 38.5mpg **Faults** None

Expenses None **Last seen** 8.7.15



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Mercedes E-Class Estate

Mileage | 14,277 The Benz's vast load bay is proving even more popular than expected

Met the E-Class's biggest fan. He's called Erwin and while he may be named after The Desert Fox, he is actually 50kg of prime Alsatian, possibly with a bit of wolf mixed in for good measure. Erwin does not belong to me, not least because I'd fear that if I were ever unable to satisfy his craving for red meat, he might prove minded to substitute his usual pile of dead cow for something warmer and on the bone – my leg, for instance.

Erwin's usual mode of transport is a BMW 3 Series Touring, but the fact that it's also an Alpina is lost on him. Erwin has a Labrador friend called Horace, but it's not really practical for them to travel together in the BMW. But the E-Class? Erwin took one look at its huge boot and, with all the effort of you or I negotiating a shallow step, bounded aboard. And



Big boot and calm ride are a hit with photographers



The E-Class is soothing and capable

refused to move. I tried to pull him out but got scared when he growled.

The boot has proven useful for other purposes, too. Car photographers often snap their subject from the boot of another car. But unless that boot is very large and the ride very good, the job can be accursedly difficult. Three times I've turned up to jobs in it and three times it has been hijacked by photographers – two of whom didn't even work for Autocar – because there is no bigger or better platform for doing that job.

This car grows on me by the mile. Because it has such modest performance, I don't try to drive it fast; I simply settle back and enjoy the sumptuous ride, wonderful ergonomics and impressive refinement, happy to arrive whenever that may be. Which is as about out of character as I can get. But it's true: this is a soothing device as well as an exceptionally capable one.

As for Erwin, the only way to get him out was to drive around the block and return home, where, convinced he was back from some epic adventure, he disembarked without a backward look. He has many things in common with the field marshal after whom he is named, but intelligence is not one of them.

andrew.frankel@haymarket.com

Mercedes-Benz E220 CDI AMG Sport Estate

Price new £38,555 **Price now** £27,950

Economy 43.3mpg **Faults** None

Expenses None **Last seen** 17.6.15



Skoda Fabia

Mileage 1810

There have been some significant developments in the world of infotainment for our Skoda Fabia.

When my car was built, it was fitted with a touchscreen display and MirrorLink software, which allows you to pair your phone with the car and

use it to access satellite navigation. Brilliant – no need to buy an aftermarket unit and you can display other phone apps on the car's screen.

Problem is, MirrorLink only works with Android phones, so my iPhone is no use. There wasn't an option to spec sat-nav on the Fabia, either, although

Skoda said the take-up for it was so minimal on the previous Fabia that it shouldn't be an issue. But it's a shame to have such an attractive screen that works so well in other ways but doesn't do everything it looks like it should.

However, if you buy a Fabia now, the good news is that the system has been upgraded to include CarPlay, which works with Apple products. If you don't fancy that, you can also shell out £250 for built-in satellite navigation.

That's great news for those who have held off getting a Fabia until now, but what of those 4000-odd owners in the same boat as me who have already been living with their Skoda for a while?

It's good and bad news. The good news is that investigations are currently under way to see if it's possible to retro-fit sat-nav to existing Fabias, but expect it to cost a fair chunk more than the £250 of the new system if it is.

The less good news is that there's no chance of getting CarPlay retro-fitted, so if you are an Apple devotee, you won't be able to access your

phone via your Fabia's touchscreen.

To be honest, navigation hasn't been something that I've desperately missed in the first couple of months of living with the Skoda, although it is something that would have been appealing at just £250. I'll be investigating some aftermarket options and seeing what the best way forward is from here.

tom.webster@haymarket.com

Skoda Fabia 1.2 TSI 90 SE

Price £13,450 **Price as tested** £14,070

Economy 37.3mpg **Faults** None

Expenses None **Last seen** 24.6.15



Sat-nav is now an option on Fabias

DEALS

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May the forces be with you

If the Ministry of Defence is splashing out on runabouts, here's what **James Ruppert** recommends

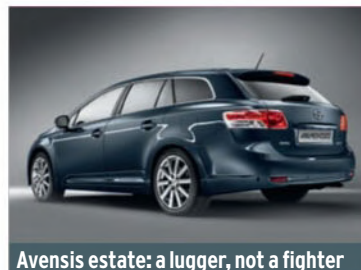
Taxpayer-subsidised vehicles are a bone of contention for me. I have a thing about how my money is spent and once got into a lot of trouble for suggesting that I could do it better.

I noticed recently that the Ministry of Defence has splurged £120 million on new motors. Why? These are not fighting vehicles but essentially runabouts for short journeys, all on some sort of clever lease arrangement.

So if I were going to recommend a runabout for the MoD to buy in bulk, what would it be? First, a Honda Civic. I'd be tempted to go for something from 2000 for £350. For that, you get a 1.5i VTEC Sport – a practical five-door job that will never wear out. However, many of them will have been sacrificed under

the scrappage scheme, so finding a few hundred examples now could mean buying further afield from the Far East. And although I am perfectly serious about relics being able to do a job, there are probably some health and safety rules about government departments running 15-year-old motors.

In that case, slightly younger cars would be required. I'll make another rule: they have to be made in the UK, to keep some money sloshing around the local economy. So another Civic, then. Why tie up public resources on a contract hire scheme when, with a self-imposed five-year age limit and a budget of £4000 per car, the spaceship-style 2010 2.2 CTDi ES could be the government vehicle of choice?



Avensis estate: a lugger, not a fighter

If something bigger were required, we could look at the Burnaston-built Toyota Avensis. It's anonymous, efficient and really roomy, plus it won't give anyone any sleepless nights, because it will just keep on going. Also, leave them for a few years and they don't cost very much at all. About £5000 buys a five-year-old 2.0D-4D T2. What could be better for shifting armed forces stuff, especially if they plumped for the estate version?

There are probably some health and safety rules about government departments running 15-year-old cars



P68 James Rupert
Used car expert



P70 Darren Moss
Deals expert



P72 Nic Cackett
Data expert



Five-year-old Honda Civic 2.2 diesels can be had for about £4k

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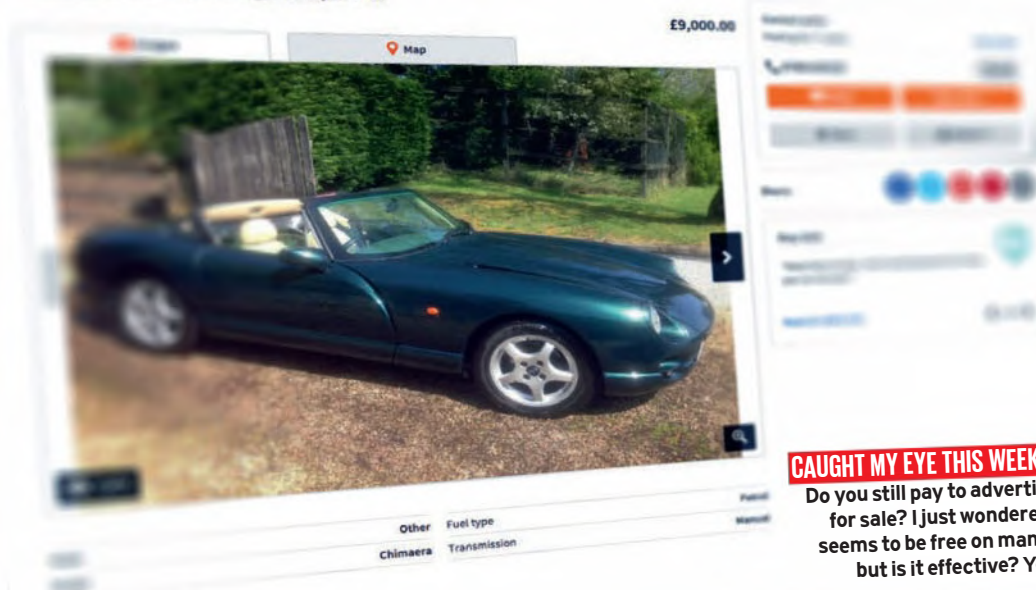
READER'S CAR: FORD MONDEO ESTATE

Lee Davis calls it the Minty Avenger. It's a green, 187,000-mile 2001 Mondeo 1.8 Zetec estate that he bought for £350 with FSH and six months' MOT. "The car has been a revelation," says Lee. "Granted, the power steering pump is a bit whiny and the AM on the radio doesn't seem to work. But it doesn't consume oil or water, gives 35mpg, the air-con is icy cold – and it has just sailed through another MOT. It even doubles up as a camper van for when me and my better half, Sarah, head to Cornwall for a spot of surfing."

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USED CAR DILEMMA: SKODA FELICIA FUN

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Pocket-sized
pick-up

Open-air
rear seats



Meanwhile, the top brass will no doubt insist on nothing less than a Lexus. That's what I would recommend, but they're not built in Blighty. Jaguars are, though. They also have a pleasing ability to become affordable rapidly.

We don't have to go for the latest XJ, because the old one was great. It looked sensational and already had some of the aluminium elements that make modern Jags class leaders. So we're looking at a 2007 2.7 TDVi Sovereign at around £7000. Older Jaguars aren't as flakey as they used to be, and I would argue that the running costs on one of these should be containable. Also, couldn't these be serviced by the brilliant Royal Engineers?

I could be in trouble again...

Go-anywhere open-tops from £1500

Roof-down motoring doesn't have to be the preserve of slick GTs and cool boulevardiers. **Darren Moss** picks five soft-top off-roaders

1 Citroën Mehari (1968-1988)

The definition of utilitarian design and simplistic engineering, the Mehari was based on the popular 2CV. Most examples were front-wheel drive, but in 1979 Citroën introduced a version with four-wheel drive. Power came from a 602cc flat twin engine connected to a seven-speed manual gearbox.

The Mehari, which achieved

a cult status among fans, was exported around the world, even forming part of the Irish Defence Forces in the 1970s, although today it retains its most significant following in southern France.

Restored examples can be found online for as little as £5000. Watch out for a rotting chassis on well-used models, however.



2



Suzuki Vitara Cabriolet (1989-1998)

The rough and ready Vitara, which was available in both convertible and hard-top forms, was first introduced to Japan with the Escudo badge and sold as the Sidekick in the US. For the 4x4 models, dubbed JX and JLX, the sole engine was a 79bhp 1.6-litre four-cylinder petrol unit. The Vitara may not have been

particularly refined or sophisticated, but it had decent levels of off-road ability.

High-mileage Vitaras can be found for as little as £700, but £1500 will net you a low-mileage model in good condition. Problems include cracked cylinder heads, so make sure the oil has been changed regularly through the car's life.

Nissan Murano CrossCabriolet (2011-2014)

An object of some confusion from customers, the short-lived and US-only Murano CrossCabriolet was reportedly pushed through to production by Renault-Nissan boss Carlos Ghosn, who was keen to follow up the spectacular introduction of the Nissan Juke with another quirkily styled crossover.

Launched as part of the second-

generation Murano line-up, the soft-top used a 3.5-litre V6 petrol engine.

Problems focus around the car's roof operation. Some owners report malfunctions with the roof mechanism, as well as the opening/closing action leaving scuff marks on the seats. US dealers list used examples for around \$28,000 (about £18,000).

3





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4



Jeep Wrangler (1987-1995)

The Wrangler has a reputation for being a true go-anywhere off-roader. Engines included a 2.5-litre four and a 4.2-litre V6. Soft-top Wranglers had 'half doors' as standard; full-framed doors were optional, as was a hard-top roof.

The classifieds are full of Wranglers of varying quality. We found a left-hand-drive example in good nick for £4795; low-mileage cars will cost from £6000. Watch out for rust and stay away from any cars that have been modified.

5



Land Rover Series 2A (1961-1971)

Soft-top Series 2s came with a 2.5-litre diesel engine, although long-wheelbase models had the option of a 2.6-litre six.

The Series 2A dominated the world's off-road markets. It's said that in the 1960s Land Rover accounted for 90% of Australia's 4x4 market.

We've found Series 2As for as little as £2000 online, with decent examples for around £4000. While the body seems to age well, it's worth checking out the car's electrical systems for any defects.

Mercedes-Benz G-Class Cabriolet (1997-2013)

The open-top version of Mercedes-Benz's luxury off-roader was introduced in 1997 and featured a powered soft-top roof. Engine options included a 2.9-litre turbodiesel and a petrol V6, although a 340bhp V8 option was added for the G500 in 1998.

The G-Class Cabriolet continued until 2013, when Mercedes released the

limited Final Edition to mark the end of production.

Although few early examples are still around, models in Europe are being sold online for as little as £14,000. Thanks to the G-Class's reputation for near-indestructible build quality, issues are rare, but do check the operation of that powered roof before buying used.

NEW CARS A-Z

Autocar's star ratings explained

- | | |
|-------|---|
| ☆☆☆☆☆ | Inherently dangerous/unsafe. |
| ☆☆☆☆☆ | Tragically, irredeemably flawed. |
| ☆☆☆☆☆ | Appalling. Massively significant failings. |
| ☆☆☆☆☆ | Very poor. Fails to meet any accepted class boundaries. |
| ☆☆☆☆☆ | Poor. Within acceptable class boundaries in a few areas. Still not recommendable. |
| ☆☆☆☆☆ | Off the pace. Below average in nearly all areas. |
| ☆☆☆☆☆ | Acceptable. About average in key areas, but disappoints. |
| ☆☆☆☆☆ | Competent. Above average in some areas, average in others. |
| ☆☆☆☆☆ | Outstanding in none. |
| ☆☆☆☆☆ | Good. Competitive in key areas. |
| ☆☆☆☆☆ | Very good. Very competitive in key areas, competitive in secondary respects. |
| ☆☆☆☆☆ | Excellent. Near class leading in key areas, and in some ways outstanding. |
| ☆☆☆☆☆ | Brilliant. unsurpassed. All but flawless. |

Full road test on
autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open Good value hot hatch, has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	£16005	133	155	27
Punto, Evo 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★			
1.4 Turbo M'Air	£16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark	★★★★★			
0.9 TB TwinAir 105 Distinctive	£16160	103	98	13
0.9 TB TwinAir 105 QV Line	£16910	103	98	13
1.4 140 M'Air TCT Distinctive	£17710	138	124	19
1.4 140 M'Air TCT QV Line	£18460	138	124	20
1.4 140 M'Air QV Verde	£20300	168	139	26
1.3 JTDm 2.85 Distinctive	£16745	94	90	11
1.3 JTDm 2.120 QV Line S-S	£17910	118	114	19
1.3 JTDm 2.120 QV Line	£18660	118	114	20
GIULIETTA 5dr hatch Stylish, rebranding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25840	148	110	20
2.0 JTDm 175 QV Line TCT	£27590	148	110	20
1.4 TB 120 Progression	£18450	118	149	16
1.4 TB 120 Distinctive	£19700	118	149	16
1.4 TB Multi170 170 Distinctive	£21200	168	134	23
1.4 TB Multi170 Excl. TCT	£22950	168	134	23
1.4 TB Multi170 Ex TCT	£24245	168	121	23
1.4 TB Multi170 Ex TCT	£24700	168	134	23
1.4 TB Multi170 QV Line TCT	£25995	168	121	23
1.6 JDTM 105 Progression	£19500	103	114	16
1.6 JDTM 105 Distinctive	£20150	103	114	16
1.6 JDTM 105 Excl.	£22500	103	114	16
2.0 JTDm 150 Distinctive	£21930	148	110	20
2.0 JTDm 150 Excl.	£23680	148	110	20
2.0 JTDm 150 QV Line	£25430	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			
1.75T	£51500	237	159	50
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3	★★★★★			
3.0 S Biturbo	£51350	394	224	-
B3 4dr sedan Rapid, usable and cheaper alternative to an M3	★★★★★			
3.0 S Biturbo	£50350	394	224	-
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.	★★★★★			
3.0 S Biturbo	£56450	394	225	-
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3.	★★★★★			
3.0 S Biturbo	£51350	394	225	-
B5 4dr sedan Huge pace, but let down by unimoving dynamics	★★★★★			
B5 Biturbo	£71950	507	252	-
B5 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by unimoving dynamics	★★★★★			
B5 Biturbo	£71950	500	255	-
B7 4dr sedan Makes sense on an autobahn but not for the UK	★★★★★			
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
B5 4dr sedan Precision dynamics with added Alpina kudos and a great engine	★★★★★			
3.0D Biturbo	£46950	345	139	50
D5 4dr sedan Rapid, usable and cheaper alternative to an M5	★★★★★			
3.0D Biturbo	£55950	340	155	-
Xi 3dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★★			
3.0 XD3	£54950	345	-	49
ARIEL				
ATOM 0dr open Superb fast track mentalism. As exhilarating as cars get	★★★★★			
245	£29321	245	-	-
300	£34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr sedan Four-door Aston is more practical, but just as charming	★★★★★			
5.9 V12S	£149995	500	355	-
VANTAGE 2dr coupé Stunning Brit sports car, V12 is a new benchmark for Aston	★★★★★			
4.7 V8	£84950	420	299	-
4.7 V8 S	£99995	430	299	-
5.9 V12 S	£138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£107000	430	299	-
5.9 V12 S	£150000	510	388	-



Vorsprung with even more Technik.

Business users only with Contract Hire.^

Official fuel consumption figures for the Audi A4 Saloon SE Technik 2.0 TDI ultra 163PS manual in mpg (l/100km): Urban 56.5 (5.0), Extra Urban 74.3 (3.8), Combined 67.3 (4.2). CO₂ emissions: 109g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 245 quattro S line Spe	£46110	242	173	40
1.8 TFSI 170 SE	£32320	168	143	28
3.0 TFSI 333 S5	£47035	328	189	42
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 BITDI 320 quattro Black Ed	£51165	316	164	44
3.0 BITDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	42
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
2.0 TDI 190 Ultra Black Edtn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	34
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£42480	268	133	42
3.0 BITDI 320 quattro SE	£46465	316	159	43
A6 AVANT 5dr estate A capable stress buster, BITDI a giant killer. ★★★★★				
3.0 BITDI 320 quattro Black Ed	£53330	316	169	44
3.0 BITDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46360	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	219	47
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
2.0 TDI 190 Ultra Black Edtn	£39045	187	124	33
3.0 TDI 218 SE £40485 215 125 34				
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	42
3.0 BITDI 320 quattro SE	£48515	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey. ★★★★★				
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 BITDI 320 quattro	£52125	316	172	44
3.0 BITDI 320 quattro Sport	£58225	316	172	44
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward. ★★★★★				
2.0 TFSI 333 quattro S line	£53045	328	182	44
2.0 TFSI 333 quattro Black Edn	£56395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£46705	215	128	38
3.0 TDI 218 quattro SE Executi	£47810	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Edn	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Edn	£55410	268	142	44
3.0 BITDI 320 quattro S line	£56730	316	167	45
3.0 BITDI 320 quattro Black Ed	£59080	316	167	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S line Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37
2.0 TDI 150 SE	£26920	148	119	20
2.0 TDI 150 quattro SE	£28480	148	131	20
2.0 TDI 150 S line	£29470	148	122	21
2.0 TDI 150 quattro S line	£31030	148	134	21
2.0 TDI 150 quattro S line Plus	£33380	148	140	21
2.0 TDI 184 quattro SE	£29280	181	139	24
2.0 TDI 184 quattro S line	£31845	181	143	24
2.0 TDI 184 quattro S line Plus	£34195	181	148	25
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32845	222	173	29
2.0 TFSI 225 quattro S line	£35300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37800	222	181	30
2.0 TDI 150 quattro SE	£31720	148	147	21
2.0 TDI 150 quattro S line	£34120	148	150	21
2.0 TDI 150 quattro S line Plus	£36655	148	152	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 BITDI 310 S5	£47485	309	174	41
Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	£51155	201	189	37
3.0 TDI 245 S line Plus	£52585	237	195	41
3.0 TDI 245 S line Sport Editi	£55585	237	195	41
3.0 TDI 245 S line Style Editi	£54085	237	195	41
4.2 TDI 340 S line Plus	£62220	335	242	46
4.2 TDI 340 S line Sport Editi	£65220	335	242	47
4.2 TDI 340 S line Style Editi	£63720	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£46655	237	189	36
3.0 TDI 245 S line	£48085	237	195	40
4.2 TDI 340 S line	£57720	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	£29915	228	141	35
2.0 TFSI Sport quattro	£32860	228	153	37
2.0 TFSI S line	£32465	228	141	35
2.0 TFSI S line quattro	£35410	228	153	38
2.0 TFSI 310 quattro TTS	£38945	306	168	45
2.0 TDI Ultra Sport	£29810	181	116	34
2.0 TDI Ultra S line	£32360	181	116	35
TT ROADSTER 2dr open Takes the edge off the TT's fine looks - but still hugely competent. ★★★★★				
2.0 TDI ultra 184 S line	£34545	181	114	36
2.0 TDI ultra 184 Sport	£31995	181	114	35
2.0 TFSI 230 quattro S line	£37595	228	158	39
2.0 TFSI 230 quattro Sport	£35045	228	158	38
2.0 TFSI 230 S line	£34650	228	144	38
2.0 TFSI 230 Sport	£32100	228	144	37
2.0 TFSI 310 TTS	£41130	306	173	43
R8 2dr coupé Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★				
4.2 FSI 430 V8	£93785	424	332	50
5.2 FSI 525 V10	£114885	518	346	50
5.2 FSI 550 V10 Plus	£126885	543	346	50
R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	£102435	424	337	50
5.2 FSI 525 V10	£123535	518	349	50
BAC MONO 2dr open An F-22 Raptor for the road. Only better built. ★★★★★				
Model 2.3	£111168	280	-	-
BENTLEY CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot. ★★★★★				
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
CONTINENTAL GT 2dr open A brilliant Audi V8-inspired reboot. ★★★★★				
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
MULSANNE 4dr saloon Effortless and graceful. Great driving position. ★★★★★				
6.75 V8	£224700	506	393	-

AUTOCAR TOP FIVES

Luxury



1 Mercedes-Benz S-Class From £66,000
Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ★★★★★



2 Range Rover From £73,000
Whether outside the Dorchester or atop Ben Nevis, the Range shrouds you in an invincible sense of expense. ★★★★★



3 Tesla Model S P85D From £68,000
Superior range doesn't just make the Model S a standout electric car; it's also one of the best luxury options around. ★★★★★



4 Jaguar XJ From £56,000
No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★★



5 Audi A8 From £53,000
Doesn't convince across the board, but there's no denying the brand's strengths make sense in its biggest saloon. ★★★★★

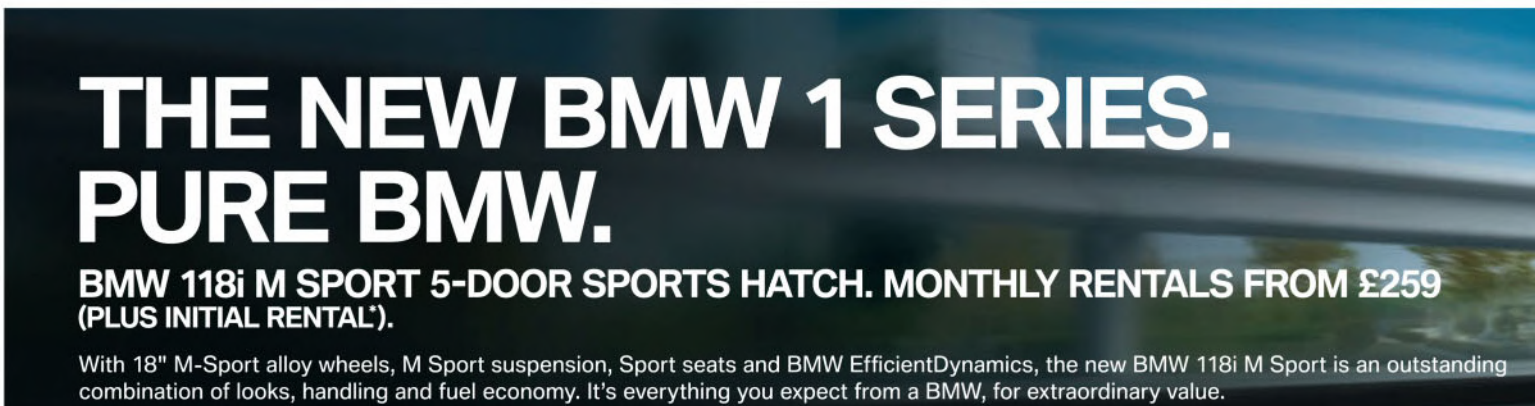
The Audi A4 Saloon SE Technik ultra from £265 per month.* Includes:

► Audi parking system plus ► MMI Navigation system plus ► Metallic paint ► Milano leather upholstery

Audi Vorsprung durch Technik

audi.co.uk/offers

*At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A4 Saloon SE Technik 2.0 TDI ultra 163PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,590.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [July 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.



THE NEW BMW 1 SERIES. PURE BMW.

**BMW 118i M SPORT 5-DOOR SPORTS HATCH. MONTHLY RENTALS FROM £259
(PLUS INITIAL RENTAL*).**

With 18" M-Sport alloy wheels, M Sport suspension, Sport seats and BMW EfficientDynamics, the new BMW 118i M Sport is an outstanding combination of looks, handling and fuel economy. It's everything you expect from a BMW, for extraordinary value.

BMW (UK) Ltd is a credit broker. Official fuel economy figures for the BMW 118i M Sport 5-Door Sports Hatch: Urban 42.2 mpg (6.7 l/100 km), Extra Urban 60.1 mpg (4.8 l/100 km), Combined 52.3 mpg (5.5 l/100 km). Personal Contract Hire agreement for a BMW 118i M Sport 5-Door Sports Hatch with a contract mileage of 30,000 miles and excess mileage charge of 5.84p per mile. Applies to new vehicles ordered at participating dealers. Insurance, maintenance, breakdown cover, tax, licence and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied.

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 e-HDi 90 ET66 VTR	£20850	91	98	15
1.6 e-HDi 90 ET66 VTR*	£22110	91	98	15
1.6 e-HDi 115 VTR*	£22210	113	105	19
1.6 e-HDi 115 Excl.	£23510	113	105	18
1.6 e-HDi 115 Excl.*	£25910	113	105	19
2.0 Blue HDi 150 Excl.	£24710	148	102	24
2.0 Blue HDi 150 Excl.*	£27110	148	105	25
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 Lounge	£12440	68	113	6
1.2 S	£12590	68	113	9
1.2 Cult	£13590	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 Multijet Lounge	£14840	94	97	15
1.3 Multijet S	£14990	94	97	14
1.3 Multijet Cult	£15990	94	97	14
500 CONVERTIBLE 2dr open				
cute city car. Cab a better drive than hatch	★★★★★			
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16870	103	92	15
0.9 TwinAir 105 S	£17020	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16540	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£15240	68	113	10
1.3 Multijet 60	£18890	94	97	18
1.3 Multijet S	£17640	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£16390	84	92	15
0.9 TwinAir 85 105	£17540	84	92	15
0.9 TwinAir 105 Cult	£18020	103	92	15
1.2 Pop S-S	£13690	68	113	9
1.2 Lounge S-S	£15090	68	113	10
1.2 Cult	£16240	68	113	10
1.3 Multijet Lounge	£17490	94	97	18
1.3 Multijet Cult	£18640	94	97	18
500L 5dr mpv				
A costly option, but has the style to fill out some of its missing substance	★★★★★			
1.4 95 Pop	£13390	94	145	10
0.9 TwinAir Pop Star	£16690	103	112	11
0.9 TwinAir Lounge	£18090	103	112	11
0.9 TwinAir Trekking	£18790	103	119	11
1.4 95 Pop Star	£15590	94	145	10
1.4 95 Lounge	£16950	94	145	10
1.4 95 Trekking	£17650	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 Multijet 85 Pop Star	£17040	83	110	8
1.3 Multijet 85 Lounge	£18440	83	110	9
1.3 Multijet 85 Trekking	£19140	83	114	7
1.6 Multijet 105 Pop Star	£18040	103	117	17
1.6 Multijet 105 Lounge	£19440	103	117	18
1.6 Multijet 105 Trekking	£20140	103	122	15
1.6 Multijet 120 Pop Star	£18540	118	120	17
1.6 Multijet 120 Lounge	£19940	118	120	17
1.6 Multijet 120 Trekking	£20640	118	120	17
500L MPV 5dr mpv				
As above but with seven seat flexibility in its more expensive format	★★★★★			
1.6 Multijet 120 Lounge 7st	£21380	118	117	17
1.6 Multijet 120 Pop Star 7st	£19880	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 Multijet 85 Pop Star 7st	£18380	83	110	8
1.3 Multijet 85 Lounge 7st	£19880	83	110	9
1.6 Multijet 105 Pop Star 7st	£19380	103	117	17
1.6 Multijet 105 Lounge 7st	£20880	103	117	17
500X 5dr hatch				
Familiar styling works rather well as a crossover. Drives okay, too	★★★★★			
1.4 MultiAir 140 Pop Star	£17595	138	139	-
1.4 MultiAir 140 Lounge	£19345	138	-	-
1.4 MultiAir 140 Cross	£18595	138	-	-
1.4 MultiAir 140 Cross Plus	£20345	138	-	-
1.3 Multijet 95 Pop Star	£18095	94	109	-
1.3 Multijet 120 Pop Star	£19095	118	-	-
1.6 Multijet 120 Lounge	£20845	118	-	-
1.6 Multijet 120 Cross	£20095	118	-	-
1.6 Multijet 120 Cross Plus	£21845	118	-	-
2.0 Multijet 140 Cross AWD	£24095	118	147	-
2.0 Multijet 140 Cross Plus AWD	£25845	118	147	-
PUNTO 3dr hatch				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 Multijet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 Multijet GBT	£14275	85	90	13
PUNTO 5dr hatch				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.3 85 Multijet Easy	£14375	85	90	13
1.3 85 Multijet GBT	£14875	85	90	13
FORD				
KA 3dr hatch				
An agile drive and energetic petrol engine. Wooden ride	★★★★★			
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Edge	£8995	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11995	68	115	3
1.2 Metal	£11445	68	115	5
B-MAX 5dr mpv				
Fiesta dynamics and sliding door access make the B-Max a cut above	★★★★★			
1.0 EcoBoost 100 Zetec	£15495	99	119	9
1.0 EcoBoost 100 Titanium	£16695	99	119	10
1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17295	118	99	13
1.0 EcoBoost 125 Titanium X	£18495	118	99	13
1.4 90 Studio	£13095	89	139	7
1.4 90 Zetec	£14895	89	139	8
1.6 105 Zetec Powershift	£16595	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.5 TDCi 75 Zetec	£16295	74	109	8
1.6 TDCi 95 Zetec	£16795	94	104	10
1.6 TDCi 95 Titanium	£17995	94	104	11
FIESTA 3dr hatch				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.6 105 Zetec Powershift	£15045	103	138	12
1.0 80 Zetec S-S	£13695	79	99	6
1.0 80 Titanium S-S	£14695	79	99	7
1.0 EcoBoost Zetec S-S	£14195	99	99	11
1.0 EcoBoost Titanium S-S	£15195	99	99	11
1.0 EcoBoost Titanium X S-S	£16445	99	99	11
1.0 EcoBoost Titanium X S-S	£15695	123	99	15
1.0 EcoBoost Titanium X S-S	£16945	123	99	16
1.5 EcoBoost Zetec S-S	£15945	123	99	15
1.25 60 Studio	£10145	59	120	3
1.25 60 Style	£11895	59	120	4
1.25 82 Zetec	£12395	80	120	7
1.25 82 Zetec	£13195	80	120	7
1.6 105 Titanium Powershift	£16045	103	138	12
1.6 EcoBoost ST	£17545	180	138	30
1.6 EcoBoost ST2	£18545	180	138	30
1.6 EcoBoost ST3	£19545	180	138	30
1.5 TDCi 75 Zetec	£13995	74	98	8
1.5 TDCi 75 Style	£14795	74	98	9
1.5 TDCi 75 Titanium	£15795	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87	12
1.6 TDCi 95 Titanium ECOnetic	£16495	94	87	12
1.6 TDCi 95 Titanium X	£17295	94	95	13
FIESTA 5dr hatch				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.25 82 Style	£12995	80	120	7
1.6 105 Titanium Powershift	£16645	103	138	12
1.6 105 Zetec Powershift	£15645	103	138	12
1.0 80 Zetec S-S	£14295	79	99	6
1.0 80 Titanium S-S	£15295	79	99	7
1.0 EcoBoost Zetec S-S	£14795	99	99	11
1.0 EcoBoost Titanium S-S	£15795	99	99	11
1.0 EcoBoost Titanium X S-S	£17045	99	99	11
1.0 EcoBoost Titanium X S-S	£16295	123	99	15
1.0 EcoBoost Titanium X S-S	£17545	123	99	16
1.25 60 Style	£12495	59	120	4
1.25 82 Zetec	£13795	80	120	7
1.5 TDCi 75 Style	£14595	74	98	8
1.5 TDCi 75 Zetec	£15395	74	98	9
1.5 TDCi 75 Titanium	£16395	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£15545	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£16095	94	87	12
1.6 TDCi 95 Titanium ECOnetic	£17095	94	87	12
1.6 TDCi 95 Titanium X	£17895	94	95	13
ECOSPORT 5dr hatch				
Pumped up Fiesta okay, but developing world origins show through	★★★★★			
1.0 EcoBoost 125 Titanium	£15995	123	125	11
1.0 EcoBoost 125 Titanium X	£16995	123	125	11
1.5 112 Titanium	£14995	90	149	10
1.5 112 Titanium X	£15995	90	149	10
1.5 TDCi 91 Titanium	£16495	90	120	10
1.5 TDCi 91 Titanium X	£17495	90	120	10
FOCUS 5dr hatch				
Still best to drive, but only just. The complete package	★★★★★			
1.6 125 Zetec S	£21095	123	146	14
1.0 EcoBoost Style	£17595	99	105	10
1.0 EcoBoost Zetec	£18595	99	105	10
1.0 EcoBoost Titanium	£20095	99	105	10
1.0 EcoBoost Titanium X	£22095	99	105	10
1.0 EcoBoost Zetec	£19095	123	108	14
Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.0T 125 Ecoboost Zetec S	£20345	123	108	14
1.0T 125 Ecoboost Titanium	£20595	123	108	14
1.0T 125 Ecoboost Titanium X	£22595	123	108	14
1.5T 150 Ecoboost Zetec S	£20845	148	137	14
1.5T 150 Ecoboost Titanium	£21095	148	137	14
1.5T 182 Ecoboost Titanium X	£23820	180	137	14
1.6 85 Studio	£13995	84	136	7
1.6 105 Style	£17095	103	136	11
1.6 125 Style auto	£18845	123	146	14
1.6 125 Zetec	£19845	123	146	14
1.6 125 Titanium auto	£21345	123	146	14
2.0T 250 Ecoboost ST	£22495	247	159	34
2.0T 250 Ecoboost ST-2	£23995	247	159	35
2.0T 250 Ecoboost ST-3	£26295	247	159	36
1.5 TDCi 95 Style	£18295	94	98	11
1.5 TDCi 120 Zetec	£19795	118	98	11
1.5 TDCi 120 Zetec S	£21045	118	98	11
1.5 TDCi 120 Titanium	£21295	118	98	11
1.5 TDCi 120 Titanium X	£23295	118	98	11
1.6 TDCi 95 Style	£18195	94	109	11
1.6 TDCi 115 Zetec	£19695	114	109	16
1.6 TDCi 115 Zetec S	£20945	114	109	16
1.6 TDCi 115 Titanium	£21195	114	109	16
2.0 TDCi 150 Titanium	£22635	148	109	16
2.0 TDCi 150 Titanium X	£24635	148	109	-
2.0 TDCi 185 ST	£22495	178	110	34
2.0 TDCi 185 ST-2	£23995	178	110	35
2.0 TDCi 185 ST-3	£26295	178	110	36
FOCUS 5dr estate				
Well-mannered and comfortable. An Octavia carries more	★★★★★			
1.0 EcoBoost Style	£18695	99	109	10
1.0 EcoBoost Titanium	£21195	99	109	10
1.0 EcoBoost Titanium X	£23195	99	109	10
1.0 EcoBoost Zetec	£19695	99	109	10
1.0 EcoBoost Titanium	£21695	123	110	14
1.0 EcoBoost Titanium X	£23695	123	110	14
1.0 EcoBoost Zetec	£20195	123	110	14
1.5 EcoBoost Zetec S	£21445	123	110	14
1.5 TDCi 120 Titanium	£22395	118	98	11
1.5 TDCi 120 Zetec S	£24395	118	98	11
1.5 TDCi 120 Zetec	£20895	118	98	11
1.5 TDCi 120 Zetec S	£22145	118	98	11
1.5 TDCi 95 Style	£19395	94	98	11
1.5 EcoBoost Titanium	£22195	148	124	14
1.5 EcoBoost Zetec S	£21945	148	124	14
1.5 EcoBoost Titanium X	£23945	180	124	14
1.6 105 Style	£18180	103	139	11
1.6 125 Style auto	£19945	123	146	14
1.6 125 Titanium auto	£22445	123	146	14
1.6 125 Zetec	£22495	123	146	14
1.6 TDCi 115 Titanium	£22295	114	109	16
1.6 TDCi 115 Zetec	£20795	114	109	16
1.6 TDCi 115 Zetec S	£22045	114	109	16
1.6 TDCi 95 Style	£19295	94	109	11
2.0 TDCi 150 Titanium	£23735	148	109	16
2.0 TDCi 185 ST	£23595			

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5T 150 Ecoboost Zetec ZWD	£21000	148 143 20		
1.5T 150 Ecoboost Titanium	£22645	148 143 20		
1.5T 150 Ecoboost Titanium X	£25395	148 143 20		
1.5T 150 Titanium X Sport	£28345	148 143 20		
1.5T 182 Ecoboost Zetec AWD	£25160	180 171 21		
1.5T 182 Ecoboost Titanium AWD	£26795	180 171 21		
1.5T 182 Ecoboost Titanium X A	£29545	180 171 21		
1.5T 182 Ebst Titanium X Sport	£32495	180 171 21		
2.0 TDCi 150 Zetec ZWD	£22695	148 122 20		
2.0 TDCi 150 Titanium X Sport	£24345	148 122 20		
2.0 TDCi 150 Titanium ZWD	£27095	148 122 20		
2.0 TDCi 150 Titanium X	£30045	148 122 20		
2.0 TDCi 150 Zetec AWD	£24195	148 135 20		
2.0 TDCi 180 Titanium AWD	£26345	177 135 22		
2.0 TDCi 180 Titanium X AWD	£29095	177 135 22		
C-MAX 5dr mpv As fun to drive as it is easy to live with				
1.0T 100 Ecoboost Zetec S-S	£18695	99 117 10		
1.0T 125 Ecoboost Zetec S-S	£19195	123 117 13		
1.0T 100 Ecoboost Titanium S-S	£20195	99 117 10		
1.0T 125 Ecoboost Titanium S-S	£20695	123 117 13		
1.0T 125 EcoBoost Titanium X SS	£22695	123 117 14		
1.6 105 Zetec	£17655	103 149 11		
1.6T 150 Ecoboost Titanium S-S	£20855	148 144 19		
1.6T 182 EcoBoost Titanium X SS	£21960	180 144 22		
1.6T 182 EcoBoost Titanium X	£23615	114 117 16		
1.6T 182 EcoBoost Titanium X	£20650	114 117 16		
1.6T 182 EcoBoost Titanium X	£22650	114 117 16		
2.0 TDCi 140 Titanium	£21725	138 129 20		
2.0 TDCi 163 Titanium X	£24225	161 129 22		
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
1.0T 100 Ecoboost Zetec S-S	£20295	99 119 10		
1.0T 125 Ecoboost Zetec S-S	£20795	123 119 13		
1.0T 100 Ecoboost Titanium S-S	£21795	99 119 10		
1.0T 125 Ecoboost Titanium S-S	£22295	123 119 13		
1.0T 125 EcoBoost Titanium X SS	£22995	99 119 14		
1.6T 150 Ecoboost Titanium S-S	£22250	148 149 19		
1.6T 182 EcoBoost Titanium X SS	£24950	180 149 22		
1.6T 182 EcoBoost Titanium X	£20450	114 124 16		
1.6T 182 EcoBoost Titanium X	£22045	114 124 16		
1.6T 182 EcoBoost Titanium X	£24045	114 124 16		
2.0 TDCi 140 Titanium	£23250	138 134 20		
2.0 TDCi 163 Titanium X	£25750	161 134 22		
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark				
1.6T 160 Ecoboost Zetec S-S	£23310	158 159 18		
1.6 160 Eco Tium S-S	£25060	158 159 19		
2.0 Ecoboost Titanium auto	£26735	200 189 22		
2.0 240 Tlt. X Sp. au.	£31485	237 194 27		
1.6T 182 EcoBoost Titanium X	£24110	114 139 16		
1.6T 182 EcoBoost Titanium X	£25860	114 139 17		
2.0 TDCi 140 Zetec	£24295	138 139 17		
2.0 TDCi 140 Titanium	£26045	138 139 18		
2.0 TDCi 163 Titanium	£26645	161 139 19		
2.0 TDCi 163 Tlt. X Sp.	£30395	161 139 21		
2.2 TDCi 200 Titanium	£27870	197 174 26		
2.2 TDCi 200 Tlt. X Sp.	£31620	197 174 26		
GALAXY 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200 Titanium X	£32875	197 179 27		
1.6 160 Ecoboost Zetec S-S	£25670	158 167 18		
1.6 160 Eco Tium S-S	£27570	158 167 18		
1.6 160 Eco Tium X-S	£30070	158 167 18		
2.0 203 Ecoboost Titanium auto	£29235	200 189 24		
2.0 203 Ecoboost Tltan X auto	£31375	200 189 25		
1.6T 182 EcoBoost Titanium X	£24640	114 139 16		
1.6T 182 EcoBoost Titanium X	£28360	114 139 17		
1.6T 182 EcoBoost Titanium X	£30860	114 139 18		
2.0 TDCi 140 Zetec	£26645	138 139 20		
2.0 TDCi 140 Titanium	£28545	138 139 20		
2.0 TDCi 140 Titanium X	£31045	138 139 21		
2.0 TDCi 163 Titanium	£29145	161 139 22		
2.0 TDCi 163 Titanium X	£31645	161 139 23		
2.2 TDCi 200 Titanium	£30375	197 179 26		
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare				
R	£29950	175 181 -		
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini				
1.2 i-VTEC SE	£13395	99 123 14		
1.2 i-VTEC SE-T	£14390	99 123 14		
1.4 i-VTEC ES Plus	£14895	99 129 19		
1.4 i-VTEC ES Plus-T	£15890	99 129 19		
1.4 i-VTEC Si-T	£15990	99 129 16		
1.2 i-VTEC S	£11695	99 123 13		
1.2 i-VTEC S-A-C	£12545	99 123 13		
1.2 i-VTEC S-T	£12690	99 123 13		
1.2 i-VTEC S-T A-C	£13540	99 123 13		
1.3 iMA Hybrid HE	£175150	97 104 16		
1.3 iMA Hybrid HE-T	£18145	97 104 16		
1.3 iMA Hybrid HS	£17650	97 104 16		
1.3 iMA Hybrid HS-T	£18645	97 104 16		
1.3 iMA Hybrid iX	£19250	97 104 16		
1.3 iMA Hybrid iX-T	£20245	97 104 17		
1.4 i-VTEC EX	£15995	99 129 16		
1.4 i-VTEC EXL	£17195	99 129 16		
1.4 i-VTEC EXL-T	£16990	99 129 16		
1.4 i-VTEC EXL-T	£18190	99 129 16		
1.4 i-VTEC Si	£14995	99 129 16		
Civic 5dr hatch A real contender, but the lack of rear legroom is a hindrance				
1.4 i-VTEC S	£15975	99 129 5		
1.4 i-VTEC S-Nav	£16815	99 129 5		
1.6 i-DTEC EX Plus	£25140	118 98 16		
1.6 i-DTEC S	£18755	118 94 15		
1.6 i-DTEC SE Plus	£20570	118 94 15		
1.6 i-DTEC SE Plus-Nav	£22180	118 94 15		
1.6 i-DTEC S-Nav	£19365	118 94 15		
1.6 i-DTEC SR	£23140	118 94 16		
1.8 i-VTEC EX Plus	£23935	99 145 15		
1.8 i-VTEC S	£17635	140 137 13		
1.8 i-VTEC SE Plus	£19565	99 145 14		
1.8 i-VTEC SE Plus-Nav	£20175	99 145 14		
1.8 i-VTEC S-Nav	£18245	140 137 14		
1.8 i-VTEC SR	£22135	99 145 14		
1.8 i-VTEC Sport	£19615	99 145 14		
1.8 i-VTEC Sport-Nav	£20225	99 145 14		
1.6 i-DTEC Sport	£20820	118 98 15		
1.4 Class	£12515	89 140 7		
1.4 Active	£13665	89 140 8		
1.4 Style	£14615	89 140 8		
1.6 Active A	£15010	123 154 10		
1.6 Style A	£15960	123 154 10		
1.4 CRDi 90 Class	£13835	89 119 9		
IX35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive				
1.6 GDi S 2WD	£17150	133 158 14		
1.6 GDi S 8'Drive 2WD ISG	£17330	133 149 14		
1.6 GDi SE 2WD	£18750	133 158 14		
1.6 GDi SE 8'Drive 2WD ISG	£18930	133 149 14		
1.6 GDi SE Nav 2WD	£19800	133 158 14		
1.6 GDi SE Nav 8'Drive 2WD ISG	£19980	133 149 14		
1.7 CRDi SE Nav 2WD	£21300	114 139 14		
1.7 CRDi Premium 2WD	£23000	114 139 14		
1.7 CRDi Premium Pa'rama 2WD	£23800	114 139 14		
1.7 CRDi S 2WD	£18650	114 139 14		
1.7 CRDi SE 2WD	£20250	114 139 14		
2.0 CRDi Premium 136 4WD	£25900	134 149 18		
2.0 CRDi Premium Pa'rama 4WD	£26700	134 149 18		
2.0 CRDi SE 136 4WD	£23150	134 149 18		
2.0 CRDi SE Nav 136 4WD	£24200	134 149 18		
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal				
2.2 CRDi SE 4WD 5st	£27995	194 159 19		
2.2 CRDi SE 4WD 7st	£29145	194 159 19		
2.2 CRDi Premium 4WD 5st	£30595	194 159 19		
2.2 CRDi Premium 4WD 7st	£31900	194 159 19		
2.2 CRDi Premium SE 4WD 7st	£33595	194 159 20		
INFINITI				
Q50 4dr saloon Credible compact saloon competitor with some novel touches				
3.5 S Hybrid Sport AWD	£42340	359 144 42		
2.0t Premium	£32455	208 146 42		
2.0t Premium Tech	£38955	208 146 40		
2.0t Sport	£34825	208 146 40		
2.0t Sport Tech	£39725	208 146 40		
3.5 S Hybrid Sport	£40695	359 144 42		
3.5 S Hybrid Sport Tech	£45595	359 144 42		
3.5 S Hybrid Sport Tech AWD	£47240	359 159 42		
2.2D SE	£28650	168 114 29		
2.2D Premium	£31050	168 114 40		
2.2D Premium Tech	£37550	168 114 40		
2.2D Sport	£33420	168 114 40		
2.2D Sport Tech	£38320	168 114 40		
Q60 2dr coupé High-class coupe. Refined, potent and entertaining				
3.7 V6 Q60 GT	£36790	315 246 45		
3.7 V6 Q60 S	£36860	315 246 45		
3.7 V6 Q60 S Premium	£41870	315 246 45		
G60 COUPE CABRIOLET 2dr open Desirable, enjoyable coupe-cabriolet. Poor residuals				
3.7 V6 Q60 GT Premium auto	£45740	315 264 48		
Q70 4dr saloon Pleasant, well-equipped big saloon				
3.5 Hybrid Premium	£43250	235 145 45		
3.5 Hybrid Premium Tech	£47350	235 145 45		
3.5 Sport Tech	£44850	315 145 45		
2.2d Premium	£33400	168 129 46		
2.2d Premium Tech	£37500	168 129 46		
2.2d Sport	£36600	168 129 46		
2.2d Sport Tech	£38950	168 129 46		
QX50 5dr 4x4 Focused on rugged SUV. Drives well, very little interior space				
3.7 V6 QX GT	£38980	315 265 44		
3.7 V6 QX GT Premium	£42580	315 265 45		
3.0d GT	£34490	235 224 44		
3.0d GT Premium	£38445	235 224 44		
3.0d GT Premium	£42045	235 224 44		
QX70 5dr 4x4 Big, powerful SUV. None of the fineness of the X5 or Range Rover				
3.7 V6 GT	£43250	315 282 49		
3.7 V6 GT Premium	£47700	315 282 49		
3.7 V6 S	£45350	315 282 49		
3.7 V6 S Premium	£49800	315 282 49		
5.0 V8 S Premium	£54750	385 307 49		
3.0d GT	£43100	235 225 49		
3.0d GT Premium	£47500	235 225 49		
3.0d S	£45200	235 225 49		
3.0d S Premium	£49650	235 225 49		
JAGUAR				
XE 4dr saloon Early word suggests Jaguar has crafted a fine young exec				
2.0i 200 SE	£26995	197 179 -		
2.0i 200 Prestige	£27995	197 179 -		
2.0i 200 R-Sport	£29745	197 179 -		
2.0i 240 R-Sport	£33095	237 179 -		
2.0i 240 Portfolio	£33745	237 179 -		
3.0i S-C 340 S	£44870	33		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
3dr saloon Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.2d 150 SE	£19645	148	104	24
2.2d 150 SE Nav	£20245	148	104	24
2.2d 150 SE-L	£21145	148	104	24
2.2d 150 SE-L Nav	£21745	148	104	24
2.2d 150 Sport Nav	£22545	148	104	24
3dr saloon Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2d 150 SE	£19645	148	107	23
2.2d 150 SE Nav	£20245	148	107	24
2.2d 150 SE-L	£21145	148	107	24
2.2d 150 SE-L Nav	£21745	148	107	24
2.2d 150 Sport Nav	£22545	148	107	24
4dr saloon A compelling mix of size, economy and performance. Interior a let down	★★★★★			
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	21
2.2d 150 SE	£22295	148	108	21
2.2d 150 SE Nav	£22995	148	108	21
2.2d 150 SE-L	£23295	148	108	21
2.2d 150 SE-L Nav	£23995	148	108	21
2.2d 150 Sport Nav	£26395	148	108	21
2.2d 175 Sport Nav	£26795	173	119	23
6dr saloon A compelling mix of size, economy and performance. Interior a let down	★★★★★			
2.0 145 SE-L Nav	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	21
2.2d 150 SE Nav	£23795	148	116	21
2.2d 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2d 150 SE	£23095	148	116	21
2.2d 150 SE-L	£24095	148	116	21
2.2d 150 SE-L Nav	£24795	148	116	21
2.2d 150 Sport Nav	£27195	148	116	21
CX-5 5dr 4x4 Superb diesel engine mated to above average package	★★★★★			
2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 SE-L	£22295	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	16
2.0 Skyactiv-D 150 SE-L	£24095	148	119	18
2.0 Skyactiv-D 150 SE-L Nav	£24795	148	119	18
2.0 Skyactiv-D 150 SE-L Lux	£25695	148	119	20
2.0 Sky-D 150 SE-L Lux Nav	£26395	148	119	20
2.0 Skyactiv-D 150 Sport Nav	£27195	148	119	19
2.0 Sky-D 150 SE-L AWD	£25995	148	136	17
2.0 Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.0 Sky-D 175 Sport Nav AWD	£29395	173	136	21
5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit	★★★★★			
2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16
MX-5 2dr open The old recipe - but done better. Lean, low-cost and pretty. Enough said	★★★★★			
1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN				
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been	★★★★★			
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open More of the same, although noisier - and better for it	★★★★★			
3.8 V8	£215250	641	-	50
P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1	★★★★★			
3.8 V8	£866000	903	194	50
MERCEDES-BENZ				
A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste	★★★★★			
A180 CDI SE ECO	£21965	107	92	16
A250 by AMG 4MATIC	£30910	208	154	38
A180 SE	£20715	121	128	14
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34
A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy	★★★★★			
B180 SE	£15100	120	129	16
B180 Sport	£22225	120	129	16
B180 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	105	15
B180 CDI Sport	£23170	108	105	15
B200 CDI Sport	£23970	128	110	15
B200 CDI AMG Sport	£25170	128	110	15
B200 CDI AMG Line	£25970	128	110	15
B200 CDI Sport	£26770	128	110	15
B200 CDI AMG Sport	£27970	128	110	15
B200 CDI AMG Line	£28770	128	110	15
B200 CDI Sport	£29570	128	110	15
B200 CDI AMG Sport	£30770	128	110	15
B200 CDI AMG Line	£31570	128	110	15
B200 CDI Sport	£32370	128	110	15
B200 CDI AMG Sport	£33570	128	110	15
B200 CDI AMG Line	£34370	128	110	15
B200 CDI Sport	£35170	128	110	15
B200 CDI AMG Sport	£36370	128	110	15
B200 CDI AMG Line	£37170	128	110	15
B200 CDI Sport	£37970	128	110	15
B200 CDI AMG Sport	£39170	128	110	15
B200 CDI AMG Line	£39970	128	110	15
B200 CDI Sport	£40770	128	110	15
B200 CDI AMG Sport	£41970	128	110	15
B200 CDI AMG Line	£42770	128	110	15
B200 CDI Sport	£43570	128	110	15
B200 CDI AMG Sport	£44770	128	110	15
B200 CDI AMG Line	£45570	128	110	15
B200 CDI Sport	£46370	128	110	15
B200 CDI AMG Sport	£47570	128	110	15
B200 CDI AMG Line	£48370	128	110	15
B200 CDI Sport	£49170	128	110	15
B200 CDI AMG Sport	£50370	128	110	15
B200 CDI AMG Line	£51170	128	110	15
B200 CDI Sport	£51970	128	110	15
B200 CDI AMG Sport	£53170	128	110	15
B200 CDI AMG Line	£53970	128	110	15
B200 CDI Sport	£54770	128	110	15
B200 CDI AMG Sport	£55970	128	110	15
B200 CDI AMG Line	£56770	128	110	15
B200 CDI Sport	£57570	128	110	15
B200 CDI AMG Sport	£58770	128	110	15
B200 CDI AMG Line	£59570	128	110	15
B200 CDI Sport	£60370	128	110	15
B200 CDI AMG Sport	£61570	128	110	15
B200 CDI AMG Line	£62370	128	110	15
B200 CDI Sport	£63170	128	110	15
B200 CDI AMG Sport	£64370	128	110	15
B200 CDI AMG Line	£65170	128	110	15
B200 CDI Sport	£65970	128	110	15
B200 CDI AMG Sport	£67170	128	110	15
B200 CDI AMG Line	£67970	128	110	15
B200 CDI Sport	£68770	128	110	15
B200 CDI AMG Sport	£69970	128	110	15
B200 CDI AMG Line	£70770	128	110	15
B200 CDI Sport	£71570	128	110	15
B200 CDI AMG Sport	£72770	128	110	15
B200 CDI AMG Line	£73570	128	110	15
B200 CDI Sport	£74370	128	110	15
B200 CDI AMG Sport	£75570	128	110	15
B200 CDI AMG Line	£76370	128	110	15
B200 CDI Sport	£77170	128	110	15
B200 CDI AMG Sport	£78370	128	110	15
B200 CDI AMG Line	£79170	128	110	15
B200 CDI Sport	£79970	128	110	15
B200 CDI AMG Sport	£81170	128	110	15
B200 CDI AMG Line	£81970	128	110	15
B200 CDI Sport	£82770	128	110	15
B200 CDI AMG Sport	£83970	128	110	15
B200 CDI AMG Line	£84770	128	110	15
B200 CDI Sport	£85570	128	110	15
B200 CDI AMG Sport	£86770	128	110	15
B200 CDI AMG Line	£87570	128	110	15
B200 CDI Sport	£88370	128	110	15
B200 CDI AMG Sport	£89570	128	110	15
B200 CDI AMG Line	£90370	128	110	15
B200 CDI Sport	£91170	128	110	15
B200 CDI AMG Sport	£92370	128	110	15
B200 CDI AMG Line	£93170	128	110	15
B200 CDI Sport	£93970	128	110	15
B200 CDI AMG Sport	£95170	128	110	15
B200 CDI AMG Line	£95970	128	110	15
B200 CDI Sport	£96770	128	110	15
B200 CDI AMG Sport	£97970	128	110	15
B200 CDI AMG Line	£98770	128	110	15
B200 CDI Sport	£99570	128	110	15
B200 CDI AMG Sport	£100770	128	110	15
B200 CDI AMG Line	£101570	128	110	15
B200 CDI Sport	£102370	128	110	15
B200 CDI AMG Sport	£103570	128	110	15
B200 CDI AMG Line	£104370	128	110	15
B200 CDI Sport	£105170	128	110	15
B200 CDI AMG Sport	£106370	128	110	15
B200 CDI AMG Line	£107170	128	110	15
B200 CDI Sport	£107970	128	110	15
B200 CDI AMG Sport	£109170	128	110	15
B200 CDI AMG Line	£109970	128	110	15
B200 CDI Sport	£110770	128	110	15
B200 CDI AMG Sport	£111970	128	110	15
B200 CDI AMG Line	£112770	128	110	15
B200 CDI Sport	£113570	128	110	15
B200 CDI AMG Sport	£114770	128	110	15
B200 CDI AMG Line	£115570	128	110	15
B200 CDI Sport	£116370	128	110	15
B200 CDI AMG Sport	£117570	128	110	15
B200 CDI AMG Line	£118370	128	110	15
B200 CDI Sport	£119170	128	110	15
B200 CDI AMG Sport	£120370	128	110	15
B200 CDI AMG Line	£121170	128	110	15
B200 CDI Sport	£121970	128	110	15
B200 CDI AMG Sport	£123170	128	110	15
B200 CDI AMG Line	£123970	128	110	15
B200 CDI Sport	£124770	128	110	15
B200 CDI AMG Sport	£125970	128	110	15
B200 CDI AMG Line	£126770	128	110	15
B200 CDI Sport	£127570	128	110	15
B200 CDI AMG Sport	£128770	128	110	15
B200 CDI AMG Line	£129570	128	110	15
B200 CDI Sport	£130370	128	110	15
B200 CDI AMG Sport	£131570	128	110	15
B200 CDI AMG Line	£132370	128	110	15
B200 CDI Sport	£133170	128	110	15
B200 CDI AMG Sport	£134370	128	110	15
B200 CDI AMG Line	£135170	128	110	15
B200 CDI Sport	£135970	128	110	15
B200 CDI AMG Sport	£137170	128	110	15
B200 CDI AMG Line	£137970	128	110	15
B200 CDI Sport	£138770	128	110	15
B200 CDI AMG Sport	£139970	128	110	15
B200 CDI AMG Line	£140770	128	110	15

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.5 dCi Acenta	£15525	89	92	8
1.5 dCi Acenta Premium	£16465	89	92	9
1.5 dCi Tekna	£17370	89	92	9
LEAF 5dr hatch	Comfortable electric car with 100 mile range	★★★★☆		
80kw Tekna	£30590	90	0	24
80kw Visia	£26490	90	0	23
80kw Visia +	£27590	107	0	23
80kw Acenta	£28590	107	0	23
PULSAR 5dr hatch	Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★☆		
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17645	114	117	10
1.2 DIG-T 115 n-tec	£18995	114	117	10
1.2 DIG-T 115 Tekna	£20345	114	117	10
1.5 dCi 110 Visia	£17595	109	94	11
1.5 dCi 110 Acenta	£19245	109	94	11
1.5 dCi 110 n-tec	£20595	109	94	11
1.5 dCi 110 Tekna	£21945	109	94	11
QASHQAI 5dr hatch	Second generation a masterly update of the first. The crossover to beat	★★★★★		
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.2 DIG-T 115 Visia	£18265	113	129	17
1.2 DIG-T 115 Acenta	£19850	113	129	17
1.2 DIG-T 115 N-tec	£21700	113	129	17
1.2 DIG-T 115 N-tec +	£22250	113	129	17
1.2 DIG-T 115 Tekna	£23800	113	129	17
1.6 DIG-T 163 N-tec	£23200	161	138	14
1.6 DIG-T 163 N-tec +	£23750	161	138	14
1.6 DIG-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 N-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25550	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19
X-TRAIL 5dr 4x4	Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★★		
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 2WD	£27645	128	139	20
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	139	20
1.6 dCi Tekna 4WD	£31345	128	139	20
PATHFINDER 5dr 4x4	Tough, but no Discovery.	★★★★★		
Spacious but unfined	★★★★★			
2.5 dCi 190 Acenta	£32945	188	224	31
2.5 dCi 190 Tekna	£36280	188	224	31
370Z 2dr coupé	Great engine and poised handling.	★★★★★		
Lots of road noise	★★★★★			
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£32455	323	248	46
3.7 V6 GT	£27225	323	248	46
GT-R 2dr coupé	A benchmark. Great drive, brutal power, sensational value.	★★★★★		
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé	A new era for the Brit maker.	★★★★★		
Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	-
PEUGEOT				
ION 5dr hatch	Good electric powertrain, comically expensive	★★★★★		
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch	Sister car to the Aygo. And distant second to most city car rivals	★★★★★		
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Felina	£11945	81	99	11
108 5dr hatch	Sister car to the Aygo. And distant second to most city car rivals	★★★★★		
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Felina	£12495	81	99	11
208 3dr hatch	Big improvement for Peugeot, if not the supermini class	★★★★★		
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 YL	£18150	154	135	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch	Big improvement for Peugeot, if not the supermini class	★★★★★		
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16280	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13745	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Allure	£16195	91	95	17
1.6 e-HDi 92 XY	£16645	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
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1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Allure	£16195	91	95	17
1.6 e-HDi 92 XY	£16645	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch	Big improvement for Peugeot, if not the supermini class	★★★★★		
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16280	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13745	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Allure	£16195	91	95	17
1.6 e-HDi 92 XY	£16645	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch	Big improvement for Peugeot, if not the supermini class	★★★★★		
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16280	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13745	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Allure	£16195	91	95	17
1.6 e-HDi 92 XY	£16645	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch	Big improvement for Peugeot, if not the supermini class	★★★★★		
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16280	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13745	67	98</	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.6 V6 FSI Eleg. 4WD	£30660	256	215	34
3.6 V6 FSI Laurin and Klement	£32780	256	215	34
1.6 TDI 105 S Greenline	£20200	103	109	17
1.6 TDI 105 SE Greenline	£21665	103	109	17
1.6 TDI 105 Eleg. Greenline	£23990	103	109	17
1.6 TDI 105 S	£19890	103	117	17
2.0 TDI 140 S	£20490	138	119	22
2.0 TDI 140 SE	£22130	138	119	23
2.0 TDI 140 Eleg. 4WD	£26430	138	137	22
2.0 TDI 140 Laurin and Klement	£26960	138	119	24
2.0 TDI 140 Laurin Klement 4WD	£28550	138	137	23
2.0 TDI 170 SE	£23060	168	120	25
2.0 TDI 170 Eleg.	£25770	168	120	26
2.0 TDI 170 Laurin and Klement	£27890	168	120	26
SUPERB 5dr estate Enormous and brilliant. A cut-price E-class for the masses ★★★★★				
1.4 TSI S	£19815	123	142	19
1.6 TDI 105 S	£21015	103	119	17
1.6 TDI 105 S Greenline	£21325	103	113	17
1.6 TDI 105 SE Business Greenline	£21905	103	113	17
1.6 TDI 105 SE Greenline	£22945	103	113	17
1.8 TSI 160 Eleg. DSG	£27030	158	164	26
1.8 TSI 160 SE	£23010	158	160	25
2.0 TDI 140 Eleg.	£26120	138	119	23
2.0 TDI 140 Eleg. 4x4	£27710	138	139	22
2.0 TDI 140 Laurin and Klement	£28890	138	119	24
2.0 TDI 140 Laurin Klement 4x4	£30080	138	139	23
2.0 TDI 140 Outdoor 4x4	£27000	138	139	23
2.0 TDI 140 Outdoor Plus 4x4	£28000	138	139	23
2.0 TDI 140 S	£21615	138	119	22
2.0 TDI 140 SE	£23410	138	119	23
2.0 TDI 140 SE Business	£22370	138	119	22
2.0 TDI 170 Eleg.	£27050	168	122	26
2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
2.0 TDI 170 Laurin and Klement	£29820	168	122	26
2.0 TDI 170 Laurin&Klement 4x4	£32720	168	149	25
2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
2.0 TDI 170 SE	£24340	168	122	25
2.0 TDI 170 SE 4x4	£27240	168	149	24
3.6 V6 FSI Eleg. 4WD	£31940	256	217	34
3.6 V6 FSI Laurin and Klement	£34710	256	217	34
1.6 TDI 105 Eleg. Greenline	£25375	103	113	17
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image ★★★★★				
1.2 S	£11205	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 S	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines ★★★★★				
1.6 TDI 105 Outdoor SE B'n'es G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'n'es 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22
1.6 TDI 105 S Greenline II	£18405	103	119	14
1.6 TDI 105 Outdoor S GreenLin	£18405	103	119	14
1.6 TDI 105 SE Greenline II	£19915	103	119	14
1.6 TDI 105 Outdoor SE GreenLi	£19915	103	119	14
1.6 TDI 105 Eleg. Greenline	£21675	103	119	14
1.6 TDI 105 Outdoor Eleg.	£21675	103	119	14
2.0 TDI 110 S	£18255	109	134	14
2.0 TDI 110 Outdoor S	£18255	109	134	14
2.0 TDI 110 Outdoor 4WD	£19895	109	154	14
2.0 TDI 110 SE	£19765	109	134	14
2.0 TDI 110 Outdoor SE	£19765	109	134	14
2.0 TDI 110 Eleg.	£21590	109	134	14
2.0 TDI 110 Outdoor Eleg.	£21590	109	134	14
2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
2.0 TDI 140 Outdoor Eleg. 4WD	£24165	138	152	19
2.0 TDI 140 Outdoor L&K 4WD	£27495	138	164	19
2.0 TDI 170 Outdoor Eleg. 4WD	£24840	168	149	22
2.0 TDI 170 Outdoor L&K 4WD	£27070	168	149	22
SMART				
FORTWO 3dr hatch A better Fortwo than ever, but there's no new reason to buy it ★★★★★				
0.9 90 Passion	£11720	89	97	-
0.9 90 Prime	£12415	89	97	-
0.9 90 Proxy	£12415	89	97	-
1.0 70 Passion	£11125	70	93	-
1.0 70 Prime	£11820	70	93	-
1.0 70 Proxy	£11820	70	93	-
FORFOUR 5dr hatch Four doors makes the smart more mainstream. Still expensive, though ★★★★★				
1.0 70 Passion	£11620	70	97	-
1.0 70 Prime	£12315	70	97	-
1.0 70 Proxy	£12315	70	97	-
1.0 70 Edition 1	£13365	70	97	-
0.9 90 Passion	£12215	89	99	-
0.9 90 Prime	£12910	89	99	-
0.9 90 Proxy	£12910	89	99	-
0.9 90 Edition 1	£14315	89	99	-
SSANGYONG				
KORANDO 5dr hatch Good for a Ssangyong, poor by class standards ★★★★★				
2.0d SE 2WD	£14995	147	147	19
2.0d SE4 4WD	£16495	147	157	19
2.0d ELX4 4WD	£19995	173	157	19
REXTON W 5dr 4x4 Rugged seven-seater makes short work of mud. Tarmac more tricky ★★★★★				
2.0 SX	£21995	155	196	-
2.0 EX	£24495	155	196	-
TURISMO 5dr mpv Incredibly ungainly but offers huge real estate for the money ★★★★★				
2.0 S	£17995	155	199	27
2.0d ES	£19995	155	199	27
2.0d EX	£23995	155	212	29
SUBARU				
FORESTER 5dr 4x4 Solid, spacious and willfully unsexy ★★★★★				
2.0i XE	£25495	147	160	23
2.0i XE Premium	£27495	147	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	145	150	24
2.0d XC	£26995	145	156	25
2.0d XC Premium	£29495	145	156	25
XV 5dr 4x4 No nonsense crossover doesn't quite make enough sense ★★★★★				
2.0i SE	£21995	148	160	21
2.0i SE Premium	£23995	148	160	22
2.0d SE £23995 144 146 26				
2.0d SE Premium	£25995	144	146	27
OUTBACK ESTATE 5dr 4x4 Acceptable in isolation but no benchmark ★★★★★				
2.5i SE Lineartronic	£28495	163	161	19
2.5i SE Premium Lineartronic	£31495	163	161	20
2.0d SE	£27995	148	145	22
2.0d SE Premium	£30995	148	145	23
WRX STI 4dr saloon Appealingly old fashioned and behind the times all at once ★★★★★				
2.5 STI	£28995	296	242	40
BHZ 2dr coupé The GF-86's half brother looks just as good as Subaru blue. Cheaper, too ★★★★★				
2.0i SE	£22495	197	181	30
2.0i SE Lux	£23995	197	181	31
SUZUKI				
CCELERIO 5dr hatch Roomy, decent to drive and a bargain price ★★★★★				
1.0 A65 S24	£9799	68	99	-
1.0 Dualjet S23	£8499	68	99	-
1.0 S22	£6999	68	99	-
1.0 S23	£7999	68	99	-
1.0 S24	£8999	68	99	-
SWIFT 3dr hatch Cute looks and rewarding handling. Sport is excellent fun ★★★★★				
1.2 S22	£8999	93	116	11
1.2 S23	£10599	93	116	11
1.2 S24	£11699	93	116	11
1.6 Sport	£13999	134	147	19
SWIFT 5dr hatch Cute looks and rewarding handling. Sport is excellent fun ★★★★★				
1.2 S23 4x4	£12099	93	116	11
1.2 S24 4x4	£13699	93	116	11
1.2 S22	£9499	93	116	11
1.2 S23	£11099	93	116	11
1.2 S24	£12199	93	116	11
1.6 Sport	£14499	134	147	19
SX4 S-CROSS 5dr hatch Not class-leading, but a very worthy crossover also-ran ★★★★★				
1.6 S23	£13999	118	127	13
1.6 S2-T	£17999	118	127	13
1.6 S25	£20249	118	127	14
1.6 S25 Allrip	£22049	118	135	14
1.6 DDIS S23	£16999	118	110	20
1.6 DDIS S24	£17999	118	110	20
1.6 DDIS S2-T	£19499	118	110	20
1.6 DDIS S2-T Allrip	£21299	118	114	18
1.6 DDIS S25	£21749	118	110	19
1.6 DDIS S25 Allrip	£23549	118	114	19
VITARA 5dr 4x4 Utterly worthy addition to the class. Drives better than most ★★★★★				
1.6 S25 Allrip	£19799	118	123	-
1.6 S24	£13999	118	123	-
1.6 V-Matic Active 5st	£15499	118	123	-
1.6 S25	£17999	118	123	-
1.6 DDIS S2-T	£16999	118	106	-
1.6 DDIS S25	£19499	118	106	-
1.6 DDIS S25 Allrip	£21299	118	106	-
TESLA				
MODEL S 5dr hatch Brings luxury, range and, critically, credibility to electric offerings ★★★★★				
60kWh	£52680	245	-	-
85kWh	£58680	416	-	-
85kWh Dual Motor	£62780	416	-	-
85kWh Performance	£79080	416	-	-
TOYOTA				
AYGO 3dr hatch Probably the best of its ilk, but we'd still pay the premium for a VW Up ★★★★★				
1.0 x	£8695	68	95	6
1.0 x-play	£9895	68	95	7
1.0 x-pression	£11095	68	95	7
1.0 x-cite	£11295	68	95	7
1.0 x-clusiv	£11395	68	95	7
AYGO 5dr hatch Probably the best of its ilk, but we'd still pay the premium for a VW Up ★★★★★				
1.0 x	£9095	68	95	6
1.0 x-play	£10295	68	95	7
1.0 x-pression	£11495	68	95	7
1.0 x-cite	£11695	68	95	7
1.0 x-clusiv	£11795	68	95	7
YARIS 3dr hatch Good space and value but not a class leader ★★★★★				
1.0 VVT-i Active	£10995	68	99	4
1.0 VVT-i Icon	£12745	68	99	5
YARIS 5dr hatch Good space and value but not a class leader ★★★★★				
1.0 VVT-i Active	£11595	68	99	4
1.0 VVT-i Icon	£13345	68	99	5
1.3 VVT-i Icon	£14095	98	114	10
1.3 VVT-i Sport	£14995	98	119	10
1.3 VVT-i Excel	£15695	98	119	10
1.5 VVT-i Hybrid Icon	£16195	98	75	10
1.5 VVT-i Hybrid Excel	£17695	98	82	11
1.4 D-4D Icon	£15595	89	111	9
AURIS 5dr hatch Disappointingly average. There are many better rivals ★★★★★				
1.33 VVT-i Active	£14945	99	128	7
1.33 VVT-i Icon	£17645	99	128	8
1.33 VVT-i Icon plus	£18445	99	128	10
1.6 V-Matic Icon	£17995	130	138	14
1.6 V-Matic Icon CVT	£18995	130	134	14
1.6 V-Matic Icon plus	£18795	130	138	16
1.6 V-Matic Excel	£20250	130	140	14
1.8 VVT-i Icon Hybrid	£20645	134	84	12
1.8 VVT-i Icon plus Hybrid	£21545	134	86	14
1.8 VVT-i Excel Hybrid	£22890	134	91	12
1.4 D-4D Active	£16295	89	99	10
1.4 D-4D Icon	£18995	89	103	10
1.4 D-4D Icon plus	£21995	89	103	10
1.4 D-4D Excel	£19475	89	107	10
AURIS TOURER 5dr estate Nothing wrong, but nothing exceptional. Good spec ★★★★★				
1.33 VVT-i Active	£16045	99	130	7
1.33 VVT-i Icon	£18145	99	130	8
1.33 VVT-i Icon plus	£17395	99	110	10
1.4 D-4D Active	£22595	89	112	10
1.4 D-4D Icon	£20095	89	109	10
1.6 V-Matic Icon	£19095	130	140	14
1.6 VVT-i Icon Hybrid	£21745	134	85	12
1.6 V-Matic Excel	£21350	130	143	14
1.8 VVT-i Excel Hybrid	£23990	134	92	12
PRIVUS 5dr hatch Clever and appealing in some				

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6T 200 SRI S-S	£22820	202	168	25
2.0 CDTi 165 Sport auto	£23780	163	149	20
2.0 CDTi 165 SRI auto	£25005	163	149	20
1.4T 16v 120 Sport S-S	£19355	118	139	13
1.4T 16v 140 Sport S-S	£20245	138	139	16
1.4T 16v 120 SRI S-S	£21070	118	139	14
1.4T 16v 140 SRI S-S	£21470	138	139	16
2.0T 280 VXR	£27620	276	189	35
2.0 CDTi 6TC Sp. 165	£22300	163	127	20
2.0 CDTi 6TC SRI 165	£23255	163	127	20
2.0 CDTi 195 Biturbo S-S	£24520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual ragtops				
1.6T 200 Elite	£29510	202	168	24
1.6T 200 SE	£26615	202	168	24
1.4T 140 SE S-S	£24500	138	148	20
1.4T 140 Elite S-S	£27875	138	148	21
1.6T SIDI 170 SE Au	£27600	168	168	24
1.6T SIDI 170 Elite Au	£30495	168	168	24
2.0 CDTi 165 SE S-S	£26480	163	138	23
2.0 CDTi 165 Elite S-S	£28580	163	138	23
2.0 CDTi 195 Biturbo Elite S-S	£30065	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo.				
Inert steering	★★★★★			
1.4T 140 SRI Nav	£20394	138	123	15
1.6T 170 Elite Nav	£24229	168	139	20
1.8i VVT Design Nav	£17679	138	164	14
1.8i VVT SRI Nav	£19479	138	164	14
2.0 CDTi 120 Design Nav	£19934	118	99	15
2.0 CDTi 140 SE S-S	£24114	118	99	15
2.0 CDTi 120 SRI Nav	£21734	118	99	15
2.0 CDTi 120 SRI VX-Line Nav	£22954	118	99	16
2.0 CDTi 130 Design	£18244	128	112	16
2.0 CDTi 130 Design Nav	£19094	128	112	16
2.0 CDTi 130 Energy	£21614	128	112	16
2.0 CDTi 130 SE	£20044	128	112	16
2.0 CDTi 130 SRI	£20044	128	112	16
2.0 CDTi 130 SRI Nav	£20894	128	112	16
2.0 CDTi 130 SRI VX-Line	£21264	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	£22114	128	112	16
2.0 CDTi 140 Design Nav	£20184	138	99	18
2.0 CDTi 140 Elite Nav	£24364	138	99	18
2.0 CDTi 140 SRI Nav	£21984	138	99	19
2.0 CDTi 140 SRI VX-Line Nav	£23204	138	99	19
2.0 CDTi 170 SRI Nav	£22134	168	114	20
2.0 CDTi 195 Biturbo SRI Nav	£25804	192	125	24
2.0 CDTi 195BiturboEliteNav aut	£28359	192	149	24
2.0 CDTi 195BiturboSRI VX-LineNav	£27024	192	125	24
2.0T 250 Elite Nav	£24814	247	169	26
2.0T 250 SRI VX-Line Nav	£23654	247	169	26
2.8T VXR Supersport	£30129	321	249	37
1.4T 140 Design	£17744	138	123	15
1.4T 140 Design Nav	£18594	138	123	15
1.4T 140 Energy	£21199	138	123	15
1.4T 140 SRI	£19544	138	123	15
1.4T 140 SE	£19544	138	123	15
1.4T 140 Tech Line	£20394	138	123	15
1.6T 170 Elite	£23379	168	139	20
1.8i VVT Design	£16829	138	164	14
1.8 VVT Energy	£20284	138	164	15
1.8 VVT SRI	£18629	138	164	14
2.0T 250 SRI VX-Line	£22804	247	169	26
2.0T 250 Elite	£23964	247	169	26
2.0 CDTi 120 Design	£19084	118	99	15
2.0 CDTi 120 Energy	£22454	118	99	16
2.0 CDTi 120 SRI	£20884	118	99	15
2.0 CDTi 120 SRI VX-Line	£22104	118	99	16
2.0 CDTi 120 SE	£20884	118	99	15
2.0 CDTi 120 Elite	£23264	118	99	16
2.0 CDTi 140 Design	£19334	138	99	18
2.0 CDTi 140 Energy	£22704	138	99	19
2.0 CDTi 140 SRI	£21134	138	99	19
2.0 CDTi 140 SRI VX-Line	£22354	138	99	19
2.0 CDTi 140 SE	£21134	138	99	19
2.0 CDTi 140 Tech Line	£22354	138	99	19
2.0 CDTi 140 Elite	£23354	138	99	19
2.0 CDTi 140 Tech Line	£23514	138	99	19
2.0 CDTi 170 Design	£20334	168	114	20
2.0 CDTi 170 Design Nav	£21184	168	114	20
2.0 CDTi 170 Energy	£23704	168	114	20
2.0 CDTi 170 SRI	£22134	168	114	20
2.0 CDTi 170 SRI VX-Line	£23354	168	114	20
2.0 CDTi 170 SRI VX-Line Nav	£24204	168	114	20
2.0 CDTi 170 SE	£22134	168	114	20
2.0 CDTi 170 Tech Line	£22984	168	114	20
2.0 CDTi 170 Elite	£24514	168	114	20
2.0 CDTi 170 Elite Nav	£25364	168	114	20
2.0 CDTi 195 Biturbo SRI	£24954	192	125	24
2.0 CDTi 195 BiturboSRI VX-Line	£26174	192	125	24
2.0 CDTi 195 BiturboElite auto	£27519	192	149	24
INSIGNIA SPORTS TOURER 5dr estate Nearly as good as a Mondeo. Inert steering				
1.4T 140 Design Nav	£20029	138	131	15
1.4T 140 Design S-S	£19179	138	131	15
1.4T 140 Energy S-S	£22634	138	131	15
1.6T 170 Elite Nav	£25564	168	146	20
1.6T 170 Elite S-S	£24714	168	146	20
2.0 CDTi 120 Design	£20384	118	104	15
2.0 CDTi 120 Design Nav	£21234	118	104	15
2.0 CDTi 120 Elite	£24564	118	104	16
2.0 CDTi 120 Elite Nav	£25414	118	104	16
2.0 CDTi 120 SRI Nav	£23034	118	104	15
2.0 CDTi 120 Tech Line	£23034	118	104	16
2.0 CDTi 130 Design	£19544	129	104	16
2.0 CDTi 130 Design Nav	£20394	129	104	16
2.0 CDTi 130 Energy	£22914	129	104	16
2.0 CDTi 130 Design Nav	£20634	138	104	19
2.0 CDTi 140 Design Nav	£21484	138	104	19
2.0 CDTi 140 Elite Nav	£24814	138	104	19
2.0 CDTi 140 Energy	£25664	138	104	19
2.0 CDTi 140 SE	£24004	138	104	19
2.0 CDTi 140 SRI	£22434	138	104	19
2.0 CDTi 140 SRI Nav	£23284	138	104	19
2.0 CDTi 140 SRI VX-Line	£23654	138	104	19
2.0 CDTi 140 SRI VX-Line Nav	£24504	138	104	19
2.0 CDTi 140 Tech Line	£23284	138	104	19
2.0 CDTi 163 Country Nav 4x4	£28304	161	147	20
2.0 CDTi 195 Biturbo Elite aut	£28819	192	159	24
2.0 CDTi 195 Biturbo SRI	£26254	192	129	24
2.0 CDTi 195 Biturbo SRI VX-L	£27474	192	129	24
2.0 CDTi 195BiturboSRI VX-LineNav	£31009	192	174	24
2.0 CDTi 195BiturboSRI VX-LineNav	£28324	192	129	24
2.0 CDTi 195BiturboEliteNav auto	£29669	192	159	24
2.0T 250 SRI VX-Line Nav	£24954	247	174	26
2.0T 250 SRI VX-Line S-S	£24104	247	174	26
2.8T VXR Supersport	£31429	321	249	37
2.0 CDTi 163 Country 4x4	£27154	161	147	20
2.0 CDTi 195 Biturbo Country 4x4	£29854	192	174	24
MERIVA 5dr mpv Clever flexdoors make sense for young families. Nice to drive				
1.6 CDTi 110 S-S Exclusiv	£20715	108	99	7
1.6 CDTi 136 Exclusiv AC S-S	£20875	134	116	7
1.6 CDTi 136 SE AC S-S	£21730	134	116	7
1.6 CDTi 136 Tech Line	£17175	134	116	7
1.7 CDTi 110 Excl. AC Au	£21515	109	160	12
1.7 CDTi 110 S AC Au	£20850	109	160	12
1.7 CDTi 110 S auto	£20995	109	160	12
1.7 CDTi 110 SE AC Au	£22505	109	160	12
1.4i VVT 100 Energy AC	£17865	99	140	7
1.4i VVT 100 Tech Line AC	£13999	99	140	7
1.4i VVT 100 SE	£18710	99	140	8
1.4T 120 Exclusiv AC	£18595	118	139	14
1.4T 120 SE	£19440	118	139	14
1.4T 140 Exclusiv AC	£19425	138	149	14
1.4T 140 SE	£20270	138	149	14
1.3 CDTi 75 Energy AC	£19225	74	124	5
1.3 CDTi 75 Tech Line AC	£15740	74	124	5
1.6 CDTi 95 S-S Exclusiv	£20405	94	105	7
1.6 CDTi 110 S-S SE	£21570	108	99	-
ZAFIRA TOURER 5dr mpv Super-stylish, but lacks sliding rear doors				
1.6 CDTi 136 Elite S-S	£28780	134	109	16
1.6 CDTi 136 SRI S-S	£27300	134	109	16
1.4T 140 Tech Line	£20875	138	154	16
1.4T 140 Exclusiv	£23100	138	154	16
1.4T 140 SRI	£24450	138	154	15
1.4T 140 SE	£24485	138	154	15
1.4T 140 Elite	£25965	138	154	16
1.8i 140 ES	£21760	138	169	14
1.8i 140 Tech Line	£20575	138	169	14
1.6 CDTi 136 Tech Line	£22800	138	169	14
1.6 CDTi 136 Exclusiv	£23690	134	109	16
2.0 CDTi 136 SE	£25915	134	109	16
2.0 CDTi 136 SE	£27300	134	109	16
2.0 CDTi 130 ES	£22460	129	137	15
2.0 CDTi 130 Tech Line	£22875	129	137	15
2.0 CDTi 130 Exclusiv	£24500	129	137	15
2.0 CDTi 130 SRI	£25850	129	137	15
2.0 CDTi 130 SE	£25885	129	137	15
2.0 CDTi 130 Elite	£27365	129	137	15
2.0 CDTi 170 Exclusiv	£26115	168	129	19
2.0 CDTi 170 Tech Line	£23890	168	129	19
2.0 CDTi 170 SRI	£27530	168	129	19
2.0 CDTi 170 SE	£27500	168	129	19
2.0 CDTi 170 Elite	£29045	168	129	19
MOKKA 5dr hatch Compact and competent, but short on persuasive quality				
1.6i 115 Tech Line S-S	£16474	114	153	5
1.6i 115 Exclusiv S-S	£18539	114	153	6
1.6i 115 SE S-S	£21039	114	153	7
1.4T 140 Tech Line 2WD S-S	£17214	138	139	11
1.4T 140 Tech Line 4x4 S-S	£18774	138	149	11
1.4T 140 Exclusiv 2WD S-S	£19214	138	139	12
1.4T 140 Exclusiv 4x4 S-S	£20934	138	149	12
1.4T 140 SE 2WD S-S	£21714	138	139	13
1.4T 140 SE 4x4 S-S	£23434	138	149	13
1.7 CDTi 130 Tech Line S-S	£18224	129	120	12
1.7 CDTi 130 Exclusiv S-S	£20224	129	120	13
1.7 CDTi 130 SE S-S	£22724	129	120	14
1.7 CDTi 130 Tech Line 4x4 S-S	£19924	129	129	12
1.7 CDTi 130 Exclusiv 4x4 S-S	£21924	129	129	13
1.7 CDTi 130 SE 4x4 S-S	£24424	129	129	14
ANTARA 5dr 4x4 Stylish interior blunts usability. Poor residuals				
2.4i 16v 167 Exclusiv	£20170	161	206	20
2.2 CDTi 163 Exclusiv S-S	£21400	161	167	25
2.2 CDTi 163 Exclusiv 4x4 S-S	£23820	161	177	25
2.2 CDTi 163 SE Nav 4x4 S-S	£26660	161	177	25
2.2 CDTi 163 Diamond S-S	£22200	161	167	25
2.2 CDTi 163 Diamond 4x4 S-S	£24620	161	177	25
2.2 CDTi 184 SE Nav 4x4 S-S	£27720	184	177	28
VXR6 4dr saloon Still has old-school appeal. No longer cheap				
6.2 GT6	£54509	576	389	50
VOLKSWAGEN				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
SARAN 5dr mpv Refined, flexible MPV. Seat version is cheaper	★★★★☆			
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft-roader. Pricey, but good ride and handling	★★★★☆			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	194	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-line 4WD	£29180	208	199	22
2.0 TDI 140 BMT S 4WD	£22605	138	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★☆			
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	174	42
CARAVELLE 5dr mpv Rugged workhorse to carry people	★★★★☆			
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	189	23
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4M SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	192	30
2.0 BITDI 180 Business SWB DSG	£46822	177	214	38
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£47153	177	232	39
2.0 BITDI 180 Exec. 4M SWB	£43776	177	208	31
VOLVO				
V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★☆			
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£221495	118	124	19
1.6 T2 120 R-Design Nav	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	21
1.6 T3 150 ES Nav	£21945	148	124	21
1.6 T3 150 SE	£22670	148	124	21
1.6 T3 150 SE Nav	£23470	148	124	21
1.6 T3 150 SE Lux Nav	£25470	148	124	22
1.6 T3 150 R-Design	£23445	148	124	20
1.6 T3 150 R-Design Nav	£24245	148	124	21
1.6 T3 150 R-Design Lux Nav	£25920	148	124	22
1.6 T4 180 SE Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
1.6 T4 180 C-Country Lux Nav	£27970	177	129	24
2.5 T5 254 R-Design Lux Nav	£31700	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30
1.6 T2 115 ES	£21195	113	88	17
1.6 T2 115 ES Nav	£21995	113	88	17
1.6 T2 115 SE	£22720	113	88	17
1.6 T2 115 SE Nav	£23520	113	88	17
1.6 T2 115 SE Lux	£24520	113	88	18
1.6 T2 115 SE Lux Nav	£25520	113	88	18
1.6 T2 115 R-Design	£23295	113	88	17
1.6 T2 115 R-Design Nav	£24295	113	88	17
1.6 T2 115 R-Design Lux	£24970	113	88	18
1.6 T2 115 R-Design Lux Nav	£25970	113	88	18
1.6 T2 115 C-Country SE	£23520	113	99	16
1.6 T2 115 C-Country SE Nav	£24520	113	99	16
1.6 T2 115 C-Country Lux	£25520	113	99	17
1.6 T2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23770	148	114	22
2.0 D3 150 SE Nav	£24570	148	114	22
2.0 D3 150 SE Lux Nav	£26570	148	114	23
2.0 D3 150 R-Design	£24545	148	114	21
2.0 D3 150 R-Design Nav	£25345	148	114	22
2.0 D3 150 R-Design Lux Nav	£27020	148	114	23
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D3 150 C-Country Lux Nav	£27670	148	117	22
2.0 D4 190 SE	£24970	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	27
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25745	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★☆			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28245	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 D2 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Nav S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	99	29
2.0 D4 R-Design Lux S-S	£32645	178	99	29
2.0 D4 R-Design Nav S-S	£31345	178	99	28
2.0 D4 R-Design S-S	£30145	178	99	28
2.0 D4 SE Lux Nav S-S	£32145	178	99	29
2.0 D4 SE Lux S-S	£30945	178	99	29
2.0 D4 SE Nav S-S	£29845	178	99	28
2.0 D4 SE S-S	£28645	178	99	27
2.0 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.0 D5 R-Design Nav S-S	£32895	212	119	30
2.0 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£21005	148	135	21
1.6 T3 SE S-S	£26005	148	135	22
1.6 T3 R-Design S-S	£27505	148	135	23
1.6 D2 Business Edition S-S	£21745	113	103	17
2.0 D3 Business Edition S-S	£22395	134	114	22
2.0 D3 SE S-S	£27795	134	114	23
2.0 D3 SE Lux S-S	£30095	134	114	24
2.0 D3 R-Design S-S	£29295	134	114	23
2.0 D4 Business Edition S-S	£24045	178	99	26
V60 5dr estate Appealing cabin, nice looks and smooth drive. Too small	★★★★☆			
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£32045	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29445	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30345	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27945	113	108	17
1.6 T3 R-Design Nav S-S	£29505	148	139	23
1.6 T3 SE Nav S-S	£28005	148	139	22
2.0 D3 R-Design Lux Nav S-S	£33895	134	119	25
2.0 D3 R-Design Lux S-S	£33095	134	119	25
2.0 D3 R-Design Nav S-S	£31295	134	119	24
2.0 D3 SE Lux Nav S-S	£32195	134	119	25
2.0 D3 SE Nav S-S	£29795	134	119	23
2.0 D4 R-Design Lux Nav S-S	£35145	178	103	29
2.0 D4 R-Design Lux S-S	£33945	178	103	29
2.0 D4 R-Design Nav S-S	£32545	178	103	28
2.0 D4 R-Design S-S	£31345	178	103	28
2.0 D4 SE Lux Nav S-S	£33445	178	99	29
2.0 D4 SE Lux S-S	£32245	178	99	29
2.0 D4 SE Nav S-S	£31045	178	99	28
2.0 D4 SE S-S	£29845	178	99	27
2.0 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.0 D5 R-Design Nav S-S	£34095	212	120	29
2.0 D5 SE Lux Nav S-S	£34995	212	120	30
1.6 T3 Business Edition S-S	£22205	148	139	21
1.6 T3 SE S-S	£27205	148	139	22
1.6 T3 R-Design S-S	£28705	148	139	23
1.6 T6 Polestar	£49785	346	237	38
1.6 D2 Business Edition S-S	£22945	113	108	17
2.0 D3 Business Edition S-S	£23995	134	119	22
2.0 D3 SE S-S	£28995	134	119	23
2.0 D3 SE Lux S-S	£31395	134	119	24
2.0 D3 R-Design S-S	£30495	134	119	24
2.0 D4 Business Edition S-S	£25245	178	99	26
2.4 D6 AWD Plug-in Hybrid	£50175	275	48	-
2.4 D6 AWD Plug-in H R-Design LN	£51875	275	48	-
V70 5dr estate Spacious, but suffers from vague steering and old engines	★★★★☆			
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25
2.0 D4 SE Lux S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.0 D5 SE Nav S-S	£34570	212	126	30
1.6 D2 Business Editn S-S auto	£25695	113	111	18
2.0 D3 Business Edition S-S	£25695	161	119	24
2.0 D3 SE Lux S-S	£33220	161	119	26
2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 D5 Business Edition S-S	£28645	161	126	29
2.4 D5 SE Lux S-S	£36170	212	126	32
S80 4dr saloon Refined, high-quality exec saloon. Poor ride and residuals	★★★★☆			
1.6 D2 SE Lux S-S auto	£32220	113	109	21
1.6 D2 SE Nav S-S auto	£30720	113	109	20
2.0 D4 SE Lux S-S	£33720	178	104	29
2.0 D4 SE Nav S-S	£32220	178	104	28
2.4 D5 SE Lux S-S	£36835	212	120	31
XC60 5dr 4x4 Lovely, usable and attractive interior. Newer engines keep it fresh	★★★★☆			
3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
2.0 D4 SE S-S	£31660	178	117	28
2.0 D4 SE Nav S-S	£32460	178	117	28
2.0 D4 SE Lux S-S	£34360	178	117	29
2.0 D4 SE Lux Nav S-S	£35160	178	117	29
2.0 D4 R-Design S-S	£32935	178	117	28
2.0 D4 R-Design Nav S-S	£33735	178	117	28

AUTOCAR TOP FIVES

Superminis



- 1 Ford Fiesta** From £10,000
Not a class-beater in every regard, but its dynamics are so far ahead of the curve that it's currently unassailable. ★★★★★



- 2 Mini One** From £13,000
Three-pot engines and cleverly recycled interior make the Mini a superb choice. Second to Fiesta on value, though. ★★★★★



- 3 Mazda 2** From £12,000
A very grown-up and well-made supermini. Drives with real charm, too. Engine not quite so appealing. ★★★★★



- 4 Skoda Fabia** From £10,000
Feels like the sum of everything Skoda has learnt in the past 20 years. That makes it very good indeed. ★★★★★



- 5 Renault Clio** From £10,000
An attractive and practical proposition, and still pleasingly French. Ride and handling great, interior less so. ★★★★★

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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/fouring	Weight (kg)	TEST DATE
LOTUS												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2.5dr hatch ★★★★★												
1.5 SkyV-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
2.2dr hatch ★★★★★												
1.5 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5dr MPV ★★★★★												
1.6D Sport	111	12.5	—	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate ★★★★★												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
CX-3 5dr hatch ★★★★★												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr hatch ★★★★★												
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★	120	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A200 CDI Sport	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
A45 AMG	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
B-CLASS 5dr MPV ★★★★★	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
B200 CDI Sport	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
C-CLASS 4dr ★★★★★	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
C63 AMG Black 186	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
NEW C-CLASS 4dr ★★★★★	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
C220 Bluetec	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
CLA 4dr coupé ★★★★★	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
220 CDI Sport	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
SLK 2dr cc ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E250 CDI auto	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
E350 CDI estate/149	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate ★★★★★	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 BlueEff.	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
350 CDI S'Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S350 Bluetec	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
G63 AMG coupé	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLA 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
GL350 AMG Spt	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3.5dr hatch ★★★★★	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
JCW GP	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUNTRYMAN 5dr hatch ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DID 3	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
OUTLANDER 5dr 4x4 ★★★★★	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14
PHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★	-	4.9	11.0	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
4.8 V8	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN												
MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
PULSAR 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
1.5 dCi n-tec	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
JUNE 5dr hatch ★★★★★	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15

LEAF 5dr hatch ★★★★★												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch ★★★★★	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
1.5 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
X-TRAIL 5dr hatch ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

NOBLE												
M600 2dr coupé ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT												
208 3/5dr hatch	★★★★☆											
1.2 VTI Active	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch	★★★★☆											
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 SW estate	★★★★☆											
2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
Mini SUV	★★★★☆											
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr hatch	★★★★☆											
Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.7	41/49	1790			25.1.12
5008 5dr MPV	★★★★☆											
1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
RCZ 3dr coupé	★★★★☆											
R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14

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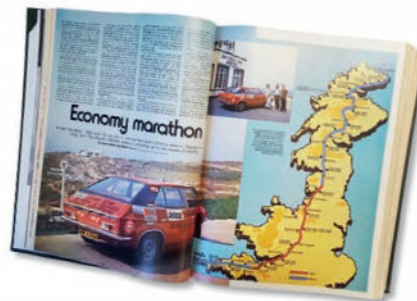


MATT BURT

Rear View Mirror: tales from our archive

Land's End to John O'Groats without refuelling

10 July 1976



Driving the country from toe to tip has always been an alluring challenge for motoring journalists. For Stuart Bladon, Martin Lewis and photographer Peter Cramer, it was a way of investigating the frugality of Autocar's Austin 1800 long-term test car, which had been converted to run a dual petrol-LPG fuel set-up.

"Our Austin retained its 16-gallon petrol tank, plus a 15-gallon cylinder in the boot for LPG," wrote Bladon and Lewis in their account of the trip, which also raised money for charity. "With that lot, we argued, surely it would even go from Land's End to John O'Groats without refuelling. Or would it?"

The team set off to their departure point, Land's End, in the middle of that summer's heatwave. "We decided that a late start would suit best, giving us most of the driving during the night. We kept the gas tank filled up to the warning line on the gauge, which, unfortunately, is on the tank in the boot; there is no direct read-off in the car. The drive to Cornwall was made on petrol, since we knew we might be in difficulty trying to refill the gas cylinder down there."

In front of swarms of holidaymakers

The team didn't realise it at the time, but a faulty regulator valve had been feeding an over-rich mixture of LPG into the engine

at Land's End, they brimmed the petrol tank, making their departure at exactly 5pm. "Within half an hour we were stuck in the Penzance rush hour (if they call it that)," they reported. "Eventually we were clear and able to build up the speed again, to Tiverton.

"Long before the event, we had written to the AA for a route, which they furnished with due solemnity, showing the distance as 865.95 miles. However, we noticed that they took us from Okehampton down to Exeter, which the map clearly showed to involve extra mileage. Instead, we cut across, using Ordnance Survey maps. Once on the M5 we relaxed, switched to gas and pushed

up the cruising speed to 60mph."

As they neared Carlisle, they hit trouble. The team didn't realise it at the time, but a faulty regulator valve had been feeding an over-rich mixture of LPG into the engine.

"Stuart was attempting sleep in the back when the car gave a jerk and then started to lose speed. 'The gas has gone,' came the muttered explanation. 330 miles covered on 15 gallons of gas meant we had barely cleared 20mpg, and that meant over 500 miles to do on the petrol.

"Could we believe the petrol gauge? If we could, then it might still be on. It was still over the half mark on the A9 near Balinluig. It became increasingly obvious that we should complete the distance safely enough for the speed to be increased to 50mph."

Panic over, the team found their arrival at John O'Groats to be "something of an anti-climax, but it was great to get out and stretch and know that we had done it."

The true distance of the route was measured at 860.3 miles. The Austin had covered 540.6 miles on 13.05 gallons to give average petrol consumption of 41.4mpg.

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle.

Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £3,271.14 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. Based on a 42 month, 10,000 miles per annum agreement. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 30th September 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [07/2015]. Freepost ŠKODA Financial Services. Model shown is ŠKODA Fabia Hatch S 1.0 MPI 60PS with optional Race Blue Metallic at £535. Total OTR price is £11,135.

Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.